

Case No: 1401104FUL (FULL PLANNING APPLICATION)

Proposal: THE USE OF LAND AS A PRIVATE GYPSY AND TRAVELLER CARAVAN SITE CONSISTING OF 4 PITCHES EACH OF WHICH WOULD COMPRISE OF 1 NO. MOBILE HOME, 1 NO. TOURING CARAVAN, ONE SMALL AMENITY BUILDING, HARDSTANDINGS, FOUL DRAINAGE; CREATION OF NEW ACCESS AND TRACK WAY

Location: KYM STABLES KIMBOLTON ROAD HAIL WESTON

Applicant: MR AND MRS M CASH

Grid Ref: 515351 263513

Date of Registration: 15.09.2014

Parish: HAIL WESTON

RECOMMENDATION - APPROVE

This report is to be read in conjunction with a previous report to DMP (dated December 2014).

On the 15th December 2014 the Committee (Panel as it was then) resolved that the application be approved subject to conditions to be determined by the Head of Development to include those listed in paragraph 8 of the report now submitted.

The recommendation remains one of approval subject to conditions but to include a condition limiting occupation of the site by Gypsies and Travellers as defined in the Planning Policy for Traveller Sites (PPTS) 2012 rather than the revised definition in the 2015 version.

1. DESCRIPTION

- 1.1 The location of the site and the description of the development remain the same since the report first presented to members in December 2014. However, during winter 2015 the applicant proceeded to construct the access and erect some fencing.
- 1.2 On the 21st of January 2016 a further public consultation was undertaken, as the access has been constructed further west than that shown on the original plans. These are included in this updated report.

2. NATIONAL GUIDANCE

- 2.1 The National Planning Policy Framework (2012) sets out the three dimensions to sustainable development - an economic role, a social role and an environmental role - and outlines the presumption in favour of sustainable development. Under the heading of Delivering Sustainable Development, the Framework sets out the Government's

planning policies for : building a strong, competitive economy; ensuring the vitality of town centres; supporting a prosperous rural economy; promoting sustainable transport; supporting high quality communications infrastructure; delivering a wide choice of high quality homes; requiring good design; promoting healthy communities; protecting Green Belt land; meeting the challenge of climate change, flooding and coastal change; conserving and enhancing the natural environment; conserving and enhancing the historic environment; and facilitating the sustainable use of minerals.

- 2.2 PPTS (revised August 2015) which should be read in conjunction with the National Planning Policy Framework sets out the Government's planning policy for traveller sites. The Government's overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic life of travellers while respecting the interests of the settled community.

For full details visit the government website

<https://www.gov.uk/government/organisations/department-for-communities-and-local-government>

3. PLANNING POLICIES

- 3.1 Saved policies from the Huntingdonshire Local Plan (1995)
- No changes.
- 3.2 Saved policies from the Huntingdonshire Local Plan Alterations (2002)
- No changes.
- 3.3 Adopted Huntingdonshire Local Development Framework Core Strategy (2009)
- No changes.
- 3.4 Draft Huntingdonshire Local Plan to 2036: Stage 3 (2013)
- No changes

Local policies are viewable at <https://www.huntingdonshire.gov.uk>

4. PLANNING HISTORY

- 4.1 As per the previous report

5. CONSULTATIONS

- 5.1 Consultation responses to the amendments in January 2016:
- Great Staughton Parish Council: Approve [COMMENTS ATTACHED]
 - The Environment Agency: Confirm that the site is outside FZ3 and their previous comments remain the same.
 - Cambridgeshire County Council (CCC) Highways: The change in location has not changed the size or altered any of the requirements from the last consultation, I therefore have no objections on highway safety grounds to the relocation of the access.

6. REPRESENTATIONS

- 6.1 Responses to the amendments in January 2016:
- None.

7. ASSESSMENT

- 7.1 The key issues that require further consideration are:

- Highway Matters
- Updated Guidance for considering Gypsy and Traveller sites contained in PPTS 2015.

Highway Matters:

- 7.2 As highlighted in the introduction, the location of the access has been established through the commencement of laying the access, and the erection of fencing. Works have now ceased, the amended plans have been submitted and there is no objection from CCC Highways to the revised location given it is further from the bend in the road. The construction details of the highway crossover will need to be approved by CCC Highways under the relevant highways legislation.

- 7.3 There is no objection to the revised location of the access.

Weight to be afforded to policies and guidance

- 7.4 A revised PPTS was issued last month (August 2015). PPTS is intended to be read in conjunction with the NPPF. It is considered that the same approach to the weight which should be given to local policies applies to their relationship with the government policy as set out in PPTS.
- 7.5 PPTS 2012 defined gypsies and travellers for the purposes of planning policy as: "Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such."
- 7.6 In August 2015 the definition was changed to remove the words "or permanently". In its response to the consultation issued at the same time as the revised PPTS, the Government has said that it believes it is fair that if someone has given up travelling permanently, applications for planning permission should be considered as they are for the settled community within national planning policy rather than PPTS.
- 7.7 PPTS 2015 now advises that in determining whether persons are gypsies and travellers, consideration should be given to the following issues amongst other relevant matters:
- a) whether they previously led a nomadic habit of life
 - b) the reasons for ceasing their nomadic habit of life

c) whether there is an intention of living a nomadic habit of life in the future, and if so, how soon and in what circumstances.

- 7.8 Policies in the Core Strategy 2009 are also part of the development plan and so can be accorded weight according to their degree of consistency with the NPPF and PPTS. Policy CS6 – ‘Gypsies, Travellers and Travelling Showpeople’ was written in the context of a government circular issued in 2006 (Circular 01/2006) which considered rural sites to be acceptable in principle. The Circular was superseded by PPTS. The March 2012 PPTS version said that new traveller site development in open countryside should be “strictly limited”. The 2015 PPTS version says that it should be “very strictly limited”. As such, it is considered that policy CS6 can be accorded moderate weight.
- 7.9 The Draft Local Plan to 2036 is an emerging plan. Due weight can be given to relevant policies in emerging plans according to: their stage of preparation; the extent of unresolved objections to relevant policies and the degree of consistency of relevant policies with the NPPF and PPTS. The Draft Plan Stage 3 Consultation was prepared after the original 2012 version of PPTS but before the revision. It is the planning authority's view that moderate weight can be given to the draft Local Plan policies. It is noted that with the exception of draft Policy LP12 (Gypsies, Travellers and Travelling Showpeople), which sets out a criteria based approach to new proposals, the relevant policies in this case relate mainly to 'detailed' matters as opposed to the principle of the development.

Updated Guidance for considering Gypsy and Traveller sites contained in PPTS 2015.

- 7.10 It is considered that the applicants comply with the PPTS 2012 and 2015, for the reasons set out in the December 2014 report. For the avoidance of doubt each policy within the PPTS will be addressed

Policy A: Using evidence to plan positively and manage development

- 7.11 The wording remains unchanged and is discussed within the December 2014 report.

Policy B: Planning for traveller sites.

- 7.12 The key changes relate to paragraph 10 (a) and (b) (Paragraph 9 of the PPTS 2012)
- 7.13 10(a): In a July 2015 appeal decision (for 6 permanent pitches at the former Megatron site at Alconbury, application 1300666FUL, appeal ref APP/H0520/A/13/2203277) the Inspector accepted that the Council had a five year supply. Taking that Inspector's approach, the Council can now demonstrate a supply of 30 deliverable pitches set against an identified need for 22.5 by August 2020. In addition, the GTANA target of 24 pitches for the first ten years of the plan period to April 2021 has also been met.

7.14 10(b): Policy B sets out the actions which local planning authorities should take over a series of short, medium and longer time plan periods as well as a rolling requirement for a five year supply.

7.15 A new Gypsy and Traveller Accommodation Needs Assessment (GTANA) is due to be produced in 2016 and this will inform the preparation of forthcoming stages of the Draft Plan. However the Stage 3 Consultation Draft Plan 2013 and the 2011 GTANA on which it is based remain the only evidence based information currently available. The 2011 GTANA is discussed in more detail within the report to members in December 2014.

Policy C: Sites in rural areas and the countryside:

7.16 No change.

Policy D: Rural Exception Sites

7.17 No change.

Policy E: Traveller Sites in Green Belt

7.18 Not applicable insofar as it relates to this site.

Policy F: Mixed planning use traveller sites.

7.19 No change.

Policy G: Major development projects.

7.20 No change.

Policy H: Determining planning applications for traveller sites.

7.21 In maintaining a recommendation of approval, regard is had to the revised wording to 'strictly limit new traveller site development in the open countryside'. The application has been carefully considered and significant weight given to the lawful use of the site as set out in the previous report. Furthermore, the site is well screened from the public highway. In addition, there continues to be no publically available sites within the district.

Policy I: Implementation

7.22 As Read.

Other material considerations

7.23 At the same time the Department for Communities and Local Government published the revised PPTS, the Government issued a planning policy statement about unauthorised development. It provides that as from 31st August 2015 intentional unauthorised development is a material consideration to be weighed in the determination of planning applications and appeals. This policy only applies to all new planning applications and appeals received from 31 August 2015. It does not therefore apply to this application which was validated in September 2014.

7.24 Justification for the application of limiting occupation in accordance with PPTS 2012:

7.25 The application was received on the 15th September 2014, reported to DMP on the 15th December 2014. Following an e-mail exchange regarding wording of the S106 an amended version was received on the 11th June 2015. It would therefore have been reasonable for the applicant to expect a decision prior to the implementation of PPTS 2015 (which came into effect in August 2015). However, ongoing discussions relating to the S106 delayed issuing the decision.

Conclusion:

7.26 The applicants continue to meet the definition of 'gypsies and travellers' as defined in PPTS 2012 and PPTS 2015. However, due regard is had to the time taken to resolve S106 matters and it is reasonable to condition the occupancy of the site to accord with PPTS 2012.

7.27 The revised location of the access has been regularised by way of an amendment that is to the satisfaction of the LHA, and those plans are now attached.

8. RECOMMENDATION

The recommendation remains one of approval subject to conditions set out in section 8 of the December 2014 report but the condition limiting occupation of the site by Gypsies and Travellers is as defined in PPTS 2012, rather than the revised definition in the 2015 version.

If you would like a translation of this document, a large text version or an audio version, please contact us on 01480 388388 and we will try to accommodate your needs.

CONTACT OFFICER:

Enquiries about this report to **Clara Kerr Development Management Team Leader 01480 388434**



HAIL WESTON PARISH COUNCIL

1st February 2016

APPLICATION NUMBER: **1401104FUL**

LOCATION: **Kym's stables Hail Weston**

PROPOSAL; **Amended access details.**

APPROVED -The PC support re submitted plans for access which involve moving the main gateway back onto the site.

This was one of several 'Highways' points Hail Weston Parish Council and other residents objected to when this application was first considered.

One resident observation (supporting new access) made to PC.

Jennifer Abell

Clerk to Hail Weston Parish Council

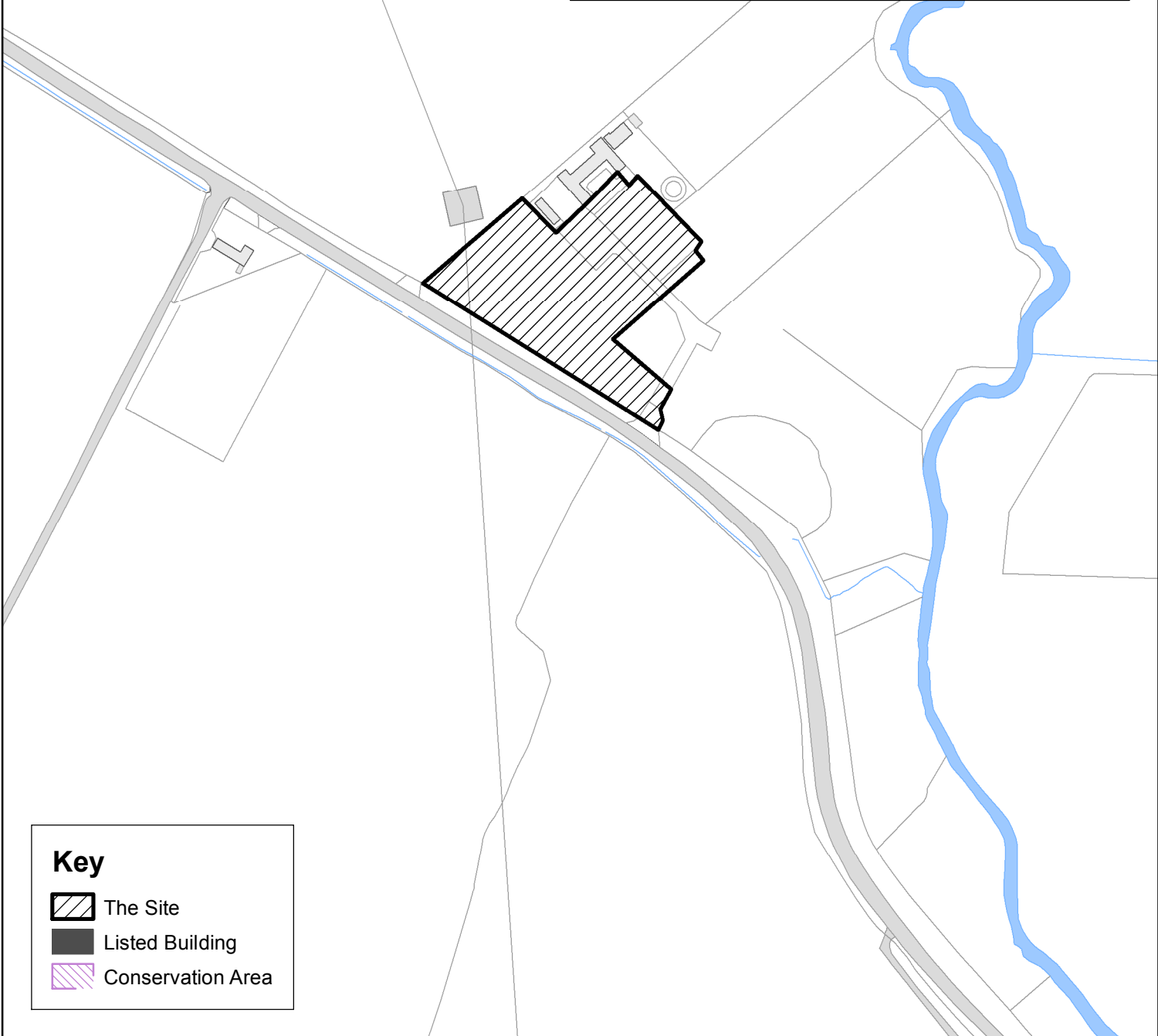
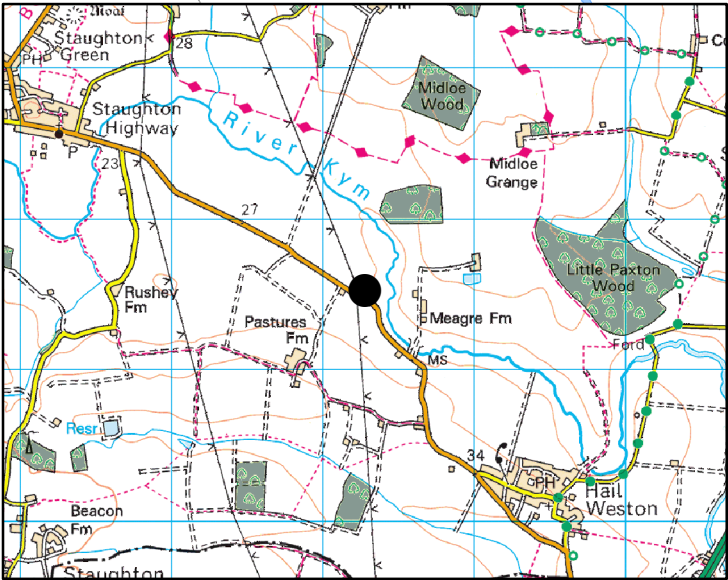
Development Management Panel



Scale =1:2,500
Date Created: 23/03/2016

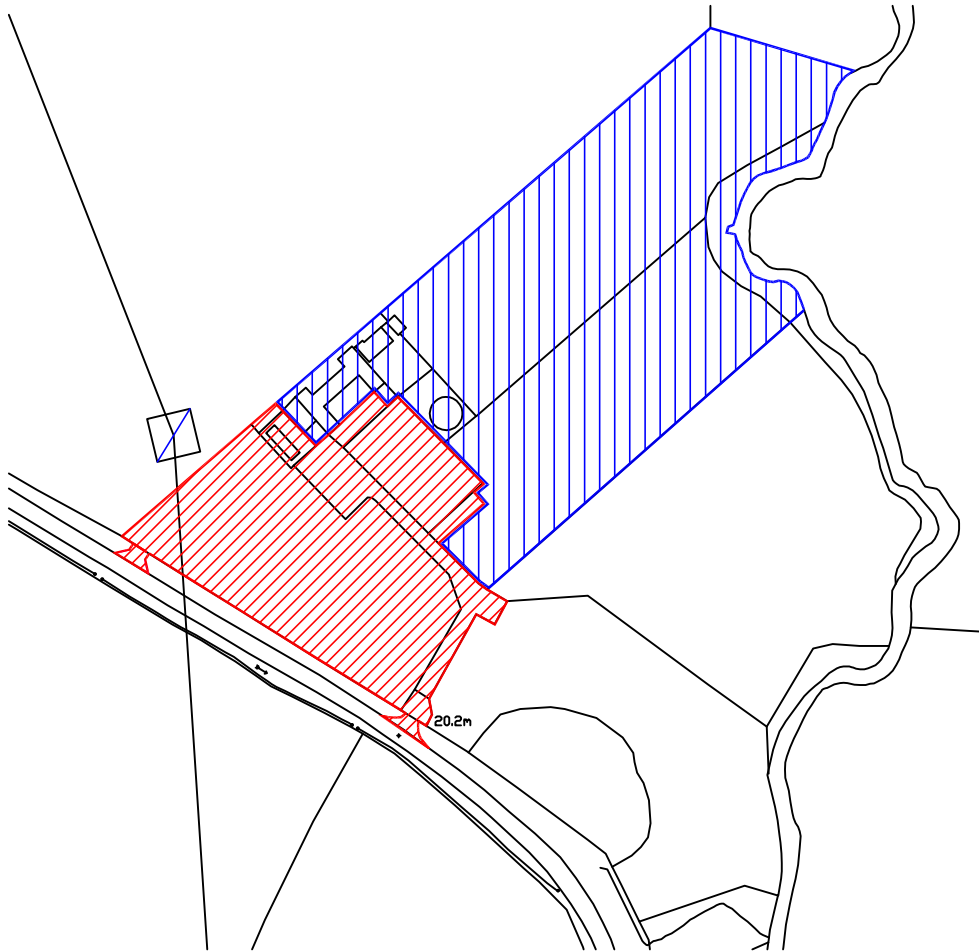
Application Ref: 14/01104/FUL
Location: Hail Weston

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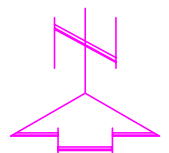


Key

- The Site
- Listed Building
- Conservation Area



OS X (Eastings) 515324
 OS Y (Northings) 263560
 Nearest Post Code PE19 5LB
 Lat (WGS84) N52:15:29 (52.258130)
 Long (WGS84) W0:18:42
 (-0.311804) LR TL153635
 mX -34709
 mY 6813122



0 metres 10 20 30 40 50

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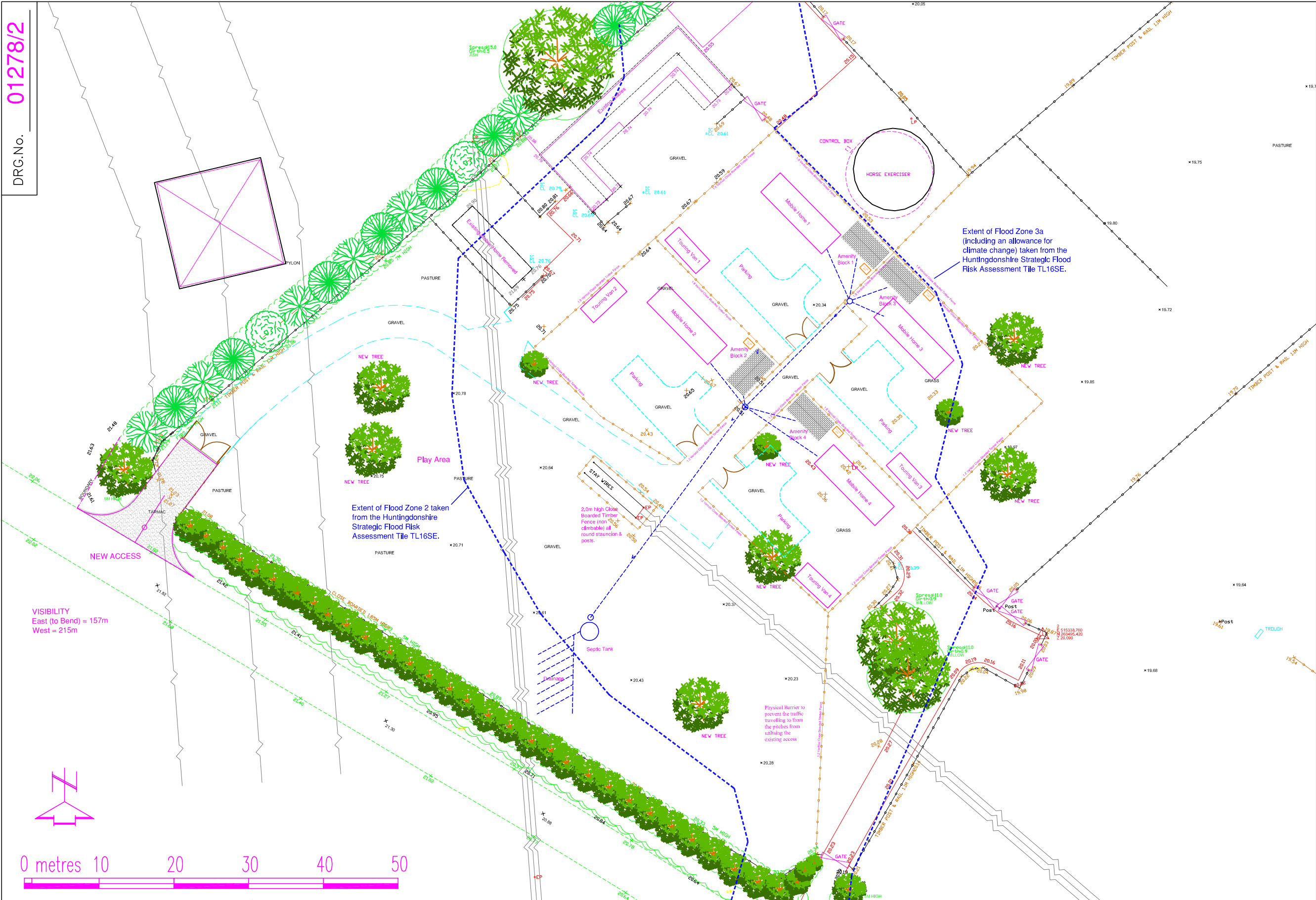
TITLE
 RELOCATION OF ONE GYPSY AND TRAVELLER PITCH AND
 THREE ADDITIONAL PITCHES ON LAND AT
 KYM STABLES, KIMBOLTON ROAD, HAIL WESTON, ST. NEOTS,
 PE19 5LB.

SITE LOCATION PLAN

CLIENT
 Mrs CASH

DRN. SAB
DATE 01.05.14
SCALE A4 1:2500

DRG. No.
 01278/10
 Rev: 4 (10.01.16)



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DRG.No. 01278/6

BOUNDARY

5M HIGH

GRAVEL

PASTURE

TARMAC

9.0m

0 1 2 3
METRES

An application to Cambridgeshire County Council for approval to carry out works within the highway under the Highways Act 1980 and/or the New Roads and Street Works Act 1991 shall be made.

Work within the highway (carriageway and the roadside verge) shall only be carried out with the highway authority's written approval; Work within the highway will only be carried out to the highway authority's specifications and existing work will be removed.

Work within the highway shall be carried out by a contractors with authorisation to work within the highway and with the necessary insurance cover.

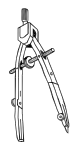
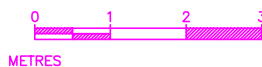
'Road Space' will be booked so that the main road can be reduced to a single carriageway with traffic light control for the safety of workers and highway users at a time agreed by the highway authority.

The new access will be constructed with drainage which prevents surface water running-off onto the adjacent public highway.

Public utilities (gas, water, telephone, electricity) shall be located to avoid damage by any of the work. If utilities are within the area of the works the service provider shall be contacted to reach an agreement on any necessary alterations or protection measures.

The new access will be constructed with drainage which prevents surface water running-off onto the adjacent public highway. Public utilities (gas, water, telephone, electricity) shall be located to avoid damage by any of the work. If utilities are within the area of the works the service provider shall be contacted to reach an agreement on any necessary alterations or protection measures.

The tarmac shall be laid with a gradient of minimum 1:60 away from the highway to ensure any surface water does not run onto the highway.



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Rev	Date	Revision

NEW ACCESS

	Mrs CASH
--	----------

DRN.	<u>SAB</u>
DATE	<u>20.12.15</u>
SCALE	<u>AT A3 1:10</u>

DRG. No.

01278/6

ev: 2 (10.01.16)

GREEN PAPERS FOLLOW

Case No: 1401104FUL (FULL PLANNING APPLICATION)

Proposal: THE USE OF LAND AS A PRIVATE GYPSY AND TRAVELLER CARAVAN SITE CONSISTING OF 4 PITCHES EACH OF WHICH WOULD COMPRISE OF 1 NO. MOBILE HOME, 1 NO. TOURING CARAVAN, ONE SMALL AMENITY BUILDING, HARDSTANDINGS, FOUL DRAINAGE; CREATION OF NEW ACCESS AND TRACK WAY

Location: KYM STABLES KIMBOLTON ROAD

Applicant: MR AND MRS M CASH

Grid Ref: 515351 263513

Date of Registration: 15.09.2014

Parish: HAIL WESTON

RECOMMENDATION - APPROVE

This application is reported to the Development Management Panel as the Parish Council's recommendation is contrary to the officer's recommendation.

1. DESCRIPTION OF SITE AND APPLICATION

- 1.1 The recommendation is one of APPROVAL subject to completion of a S106 agreement to remove the existing mobile home and the existing lawful residential land use.
- 1.2 This proposal relates to Kym Stables approximately east 2.2km east of the settlement of Great Staughton and approximately 1.5km west of the settlement of Hail Weston. The site comprises stables, a manege and a horse exerciser. On the 19th October 2012 a certificate of lawful existing use and development was granted for the siting of one residential mobile home to the south west of the stables. The mobile home is occupied by the applicant and their 7 children. The stables, mobile home and surrounding land are accessed from the south east of the site, directly from the B645.
- 1.3 This proposal relates to approximately 0.5ha of land inclusive of the existing manege. The proposal is provide a total of 4 residential pitches for Gypsies and Travellers. Each pitch will comprise 1 mobile home, 1 touring caravan and 1 single storey amenity block to provide cooking and washing facilities. The existing residential mobile home on site will be removed via a S106 agreement. All four pitches will be accessed via a new access to be sited to the south west of the site. The existing access will be retained but for access to the grazing land only. It is also proposed to carry out additional landscaping within the site.

- 1.4 The site area within the red line lies within Strategic Flood Risk Assessment Flood Zones 2 and 3a. The residential pitches are proposed in SFRA zone 2 and partially in 3a but with no habitable accommodation in 3a. The grazing land to the north east is in Flood Zone 3a.

2. NATIONAL GUIDANCE

- 2.1 The National Planning Policy Framework (2012) sets out the three dimensions to sustainable development - an economic role, a social role and an environmental role, and outlines the presumption in favour of sustainable development. Under the heading of Delivering Sustainable Development, the Framework sets out the Government's planning policies for : building a strong, competitive economy; ensuring the vitality of town centres; supporting a prosperous rural economy; promoting sustainable transport; supporting high quality communications infrastructure; delivering a wide choice of high quality homes; requiring good design; promoting healthy communities; protecting Green Belt land; meeting the challenge of climate change, flooding and coastal change; conserving and enhancing the natural environment; conserving and enhancing the historic environment; and facilitating the sustainable use of minerals.
- 2.2 Planning Policy for Traveller Sites (March 2012) which came into force alongside the NPPF sets out the Government's planning policy for traveller sites. The Governments overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic of life of travellers while respecting the interests of the settled community.

For full details visit the government website

<https://www.gov.uk/government/organisations/department-for-communities-and-local-government>

3. PLANNING POLICIES

- 3.1 Saved policies from the Huntingdonshire Local Plan (1995)
- H23: "Outside Settlements"
 - H31: "Residential privacy and amenity standards"
 - H37: "Environmental Pollution"
 - T18: "Access requirements for new development"
 - T19: "Pedestrian Routes and Footpath"
 - En17: "Development in the Countryside"
 - En25: "General Design Criteria"
 - CS8: "Water" CS9: "Flood water management"
- 3.2 Saved policies from the Huntingdonshire Local Plan Alterations (2002)

- None relevant.

3.3 Adopted Huntingdonshire Local Development Framework Core Strategy (2009)

- CS1: “Sustainable development in Huntingdonshire” – all developments will contribute to the pursuit of sustainable development, having regard to social, environmental and economic issues. All aspects will be considered including design, implementation and function of development. Including reducing water consumption and wastage, minimising impact on water resources and water quality and managing flood risk.
- CS3: “The Settlement Hierarchy”
- CS6: “Gypsies, Travellers and Travelling Showpeople”

3.4 Draft Huntingdonshire Local Plan to 2036: Stage 3 (2013)

- Policy LP 1

3.5 Strategy and principles for development

- a mix of employment
- Policy LP 6 - Flood Risk and Water Management
- Policy LP 11 - The Relationship Between the Built-up Area and the Countryside
- Policy LP 12
- Gypsies, Travellers and Travelling Showpeople
- Policy LP 13 - Quality of Design
- Policy LP 15 - Ensuring a High Standard of Amenity
- Policy LP 29 - Trees, Woodland and Related Features

3.6 Other HDC Planning Documents:

- Strategic Housing Land Availability Assessment (SHLAA) 2010 (Part C)
- Officer Response to SHLAA Part C – June/July 2012
- Local Plan to 2036 – Gypsy and Traveller Pitch Targets – September 2013
- Huntingdonshire Landscape and Townscape Assessment SPD 2007

Local policies are viewable at <https://www.huntingdonshire.gov.uk>

4. PLANNING HISTORY

9701241FUL – Erection of stables – permission granted.

1201347CLED – Certificate of lawful existing use for changing use of the land for siting of a caravan for residential use – consent granted.

5. CONSULTATIONS

5.1 Hail Weston Parish Council – Recommend refusal [COMMENTS ATTACHED] on the grounds of:

- No Need
- Countryside location
- This is significant development
- The CLED was not tested through the vigour of the planning system.
- The existing site does not meets the needs of the applicant and those needs should be met elsewhere in the County (schooling etc.)
- Flooding Matters
- Disagreement with the speed survey
- Highway Safety

5.2 Great Staughton Parish Council – Recommend refusal [COMMENTS ATTACHED] on the grounds of:

- Highway Safety
- Flooding matters including foul drainage
- Queries if the family do live on site.

5.3 The Environment Agency – No objection subject to a condition to control minimum floor levels. They defer to the LPA regarding the sequential and exceptions test.

5.4 Cambridgeshire County Council – The existing access is not suitable for an intensification of use. However no objection to the new access subject to conditions.

5.5 HDC Environmental Health – No objection subject to adequate drainage.

6. REPRESENTATIONS

6.1 18 contributors made up of 17 objections and 1 representation on the grounds of:

- Highway Safety including death of livestock on the B645 and a fatal accident.
- An application from the settled community would be unacceptable.
- Foul drainage vulnerable to flooding
- The River Kym is prone to flooding
- Speed survey done outside of summer months when B645 is used by motorcyclists.
- No indicators that the applicants are integrated into the local community.
- This proposal is contrary to policy.
- The site is remote from services.
- Contamination
- Soil type and many houses in Hail Weston are served by an aquifer
- Industrial activities in the open countryside.
- Why not consider industrial estates.
- No Facilities in Hail Weston

7. ASSESSMENT OF ISSUES

7.1 The following matters are relevant to the determination of this case:

- Weight to be applied to policy and guidance
- Principle of the development, including the need for traveller pitches
- Access to services and amenities for future occupiers
- Visual amenity
- Highway matters
- Flooding matters
- Drainage
- Other matters
- The planning balance

Weight to be afforded to policies and guidance

- 7.2 Having regard to paragraph 215 of the National Planning Policy Framework (NPPF) due weight can be given to development plan policies adopted before the NPPF according to their degree of consistency with it. National policy for gypsy and traveller sites is set out in a separate document 'Planning Policy for Traveller Sites' (PPTS) published by the Government at the same time as the NPPF and intended to be read in conjunction with it. It is considered that the same approach to the weight which should be given to local policies applies to their relationship with the Government policy as set out in PPTS.
- 7.3 The saved policies in the Local Plan 1995, which are part of the development plan can, notwithstanding their age, be accorded due weight according to their degree of consistency with the NPPF and PPTS. The saved policies in this case mainly relate to 'detailed' matters as opposed to the principle of the development, as such they are broadly consistent with the NPPF and can be accorded significant weight.
- 7.4 Policies in the Core Strategy 2009 which is part of the development plan can also be accorded full weight according to their degree of consistency with the NPPF and PPTS. Policy CS6 was based on Circular 01/2006 which considered rural sites to be acceptable in principle. The Circular has been superseded by PPTS which says development in the countryside should be strictly limited. PPTS has also changed the weight which can be given to some of the policy's criteria and this is reflected in the emerging criteria in draft Local Plan policy LP12 which are considered below.
- 7.5 Having regard to the stage of its preparation, the extent of unresolved objections to relevant policies and the degree of consistency of relevant policies with the NPPF and PPTS, it is the planning authority's view that moderate weight can be given to the draft Local Plan policies. It is noted that with the exception of draft Policy LP12 (Gypsies, Travellers and Travelling Showpeople), which sets out a criteria based approach to new proposals, the relevant policies in this case relate mainly to 'detailed' matters as opposed to the principle of the development.
- 7.6 2. Principle of the development, including the need for traveller pitches, access to services and facilities, impact on the settled community, residential amenity for pitch occupants, drainage, and landscape and visual impact.
- 7.7 The site is not in the built-up area of a settlement, nor is it considered to be adjacent or related to either settlement and therefore in planning policy terms it is in an area which is considered to be in the countryside in which planning policies for the countryside apply. Except on statutorily designated Green Belt land (not applicable anywhere in Huntingdonshire) PPTS is not opposed in principle to traveller sites in the countryside. The publication of the PPTS in 2012 represented a change to previous Government policy set out in Circular 01/2006 which said that gypsy and traveller sites were appropriate in principle in rural settings where not subject to special planning constraints. PPTS Policy H (paragraph 23) says that local

planning authorities should strictly limit new traveller site development in open countryside that is away from existing settlements or outside areas allocated in the development plan. In recent decisions post-dating PPTS the Council has accepted that planning permission can be granted on sites in the countryside.

- 7.8 The means by which new traveller development is to be controlled in line with this approach of being strictly limited are set out in further policies in PPTS and in local policies and these are considered below.

PPTS policies and criteria

- 7.9 Policy H (paragraph 23) also says local planning authorities should ensure that sites in rural areas respect the scale of, and do not dominate the nearest settled community, and avoid placing an undue pressure on local infrastructure. The villages of Hail Weston and Great Staughton have populations of approximately 890 and 600 people respectively. Great Staughton has approximately 370 dwellings and Hail Weston has approximately 240 dwellings. Wood View is the nearest dwelling, and lies approximately 60m west of the site and is separated from the site by the B645. The nearest dwelling to the south east of the site is approximately 410m away and again is on the opposite side of the road. The site is approximately 2.2km from Great Staughton and 1.5km from the settlement of Hail Weston. While Hail Weston has no facilities, Great Staughton has a primary school, doctor's surgery, a butchers and public houses.
- 7.10 In respect of numbers and proximity, the development does not dominate the nearest settled communities. It is considered that the pressure imposed on local infrastructure by traveller pitches is broadly comparable to that imposed by the same number of dwellings for the settled community. For comparison, both Great Staughton and Hail Weston are designated a Smaller Settlements in the Draft Local Plan within which new market housing would be permitted on a scale which takes into account the availability of services and sustainable modes of transport and makes efficient use of land and existing infrastructure. It is not considered that 3 additional pitches would place undue pressure on either village.
- 7.11 Under PPTS Policy B planning authorities should, amongst other things, set pitch targets for gypsies and travellers which address likely needs in their area, working collaboratively with neighbouring local planning authorities. In producing their local plans they should amongst other things:
- a) identify and update annually, a supply of specific deliverable sites sufficient to provide five years' worth of sites against their locally set targets;
 - b) identify a supply of specific, developable sites or broad locations for growth, for years six to ten and, where possible, for years 11-15.
 - d) relate the number of pitches to the circumstances of the specific size or location of the site and the surrounding population's size and density;

e) protect local amenity and environment

7.12 Criteria should be set to guide land supply allocations where there is identified need and, where there is no identified need, criteria based policies should be included to provide a basis for the determination of applications which come forward. These policies should be 'fair and should facilitate the traditional and nomadic life of travellers while respecting the interests of the settled community.'

7.13 Policy H, paragraph 22 notes that planning law requires applications for planning permission to be determined in accordance with the provisions of the development plan, unless material considerations indicate otherwise. Applications should also be assessed and determined in accordance with the presumption in favour of sustainable development in the NPPF and the PPTS. It says that local planning authorities should consider the following issues, amongst other relevant matters, when considering planning applications:

a) the existing level of local provision and need for sites

b) the availability (or lack) of alternative accommodation for the applicants

c) other personal circumstances of the applicant

d) that the locally specific criteria used to guide the allocation of sites in plans or which form the policy where there is no identified need for pitches should be used to assess applications that may come forward on unallocated sites

e) that they should determine applications for sites from any travellers and not just those with local connections.

The need for traveller pitches

7.14 Policy H Paragraph 22 (a) - Existing level of local provision and need for sites

7.15 There are no local numeric targets in adopted development plan policies. Following the abolition of Regional Spatial Strategies (RSS) which had previously set targets for each district the Government advised local planning authorities they would be responsible for determining the right level of local site provision. Gypsy and Traveller Accommodation Assessments (GTAAs) were advocated as a good, but not binding, starting point for local authorities to identify their own levels of provision.

7.16 Work to provide an up-to-date GTAA was carried out in 2011 led by Cambridgeshire County Council's research team. The resulting Gypsy and Traveller Accommodation Needs Assessment (GTANA) concluded that there was a need in Huntingdonshire for an additional 53 pitches between January 2011 and January 2031. It assessed the 'backlog' of permanent pitches in Huntingdonshire's case as 17 pitches primarily as a result of the temporary approvals. A model of projected population growth based on available figures of children registered for education indicated that there would be an annual local

need from newly forming households of between 3 and 5 pitches per year, some of which would be met by turnover of existing pitches.

- 7.17 A target of 64 pitches or 2.5 pitches per year was included in the Stage 2 Consultation Draft Local Plan (2012). This target was based on the findings of the 2011 GTANA, projected to the timeframe of the Council's revised Local Plan (April 2011 to April 2036). The projection to 2036 is made using the GTANA's assessment of 53 pitches from January 2011 to January 2031 and adding 11 more pitches for the extra 5 years at the same rate of provision used for the period 2026 to 2031. This approach (2.5 pitches per year) is followed in the Stage 3 Consultation Draft Plan, (paragraph 5.59) which underwent public consultation between May and July 2013. The District need, as set out in paragraphs 5.59 and 5.60 of the Stage 3 Draft Local Plan is for 64 new pitches by 2036.
- 7.18 In terms of calculating a target, the Council has not received any significant criticism of its approach to date. One commentator has raised concerns about paragraph 5.59 of the draft Local Plan to 2036: Stage 3. The concerns are that the target of 64 pitches should be a minimum figure and that the figure should be 'front loaded' to secure provision early in the plan period. The response to this concern is that the 2011 GTANA had identified a 'backlog' of 17 pitches in its total target of 17 pitches for the first five years (2011 to 2016), and a total of 24 pitches for the first ten years (2011 to 2021). To date a total of 23 permanent pitches have been granted planning permission in the first 3.25 years of the plan period and this has front loaded provision.
- 7.19 PPTS policy B which relates to 'plan-making' says that planning authorities should amongst other things:
- a) identify and update annually a supply of specific deliverable sites to provide five years' worth of sites against their locally set targets, and
 - b) identify a supply of specific, developable sites or broad locations for growth for years 6-10 and, where possible years 11-15. To be considered developable a site should be in a suitable location and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged.
- 7.20 Policy B therefore sets out the actions which local planning authorities should take over a series of short, medium and longer time plan periods as well as a rolling requirement for a five year supply. When an authority cannot demonstrate an up-to-date five year supply policy H, which relates to 'decision-taking', says this should be a significant material consideration in any subsequent planning decision when considering applications for the grant of temporary planning permission.
- 7.21 The implications for this application are:
- There is a need for further pitches to be provided in the District over the lifetime of the Draft Local Plan. If the application site is considered suitable in all other respects for the form and scale of development proposed a permanent permission for 2 pitches

would contribute to this need and that would be a material consideration in determining the application.

- If the application site is considered unsuitable for a permanent planning permission policy H says that the absence of a five years' supply should be a significant material consideration when considering applications for the grant of temporary planning permission. It must be noted however that in addition to the 23 permanent pitches which have been approved since 2011 there is already a developed site with 10 pitches at Bluntisham which has a temporary planning permission to April 2015.

- 7.22 In May 2010 Part C of a revised Strategic Housing Land Availability Assessment (SHLAA) was the subject of public consultation. 22 Potential sites were considered. This site was not considered as part of the SHLAA
- 7.23 Following the consultation period Part C was not finalised and was instead put on hold because, in addition to the Coalition Government's announcement of the intention to abolish the RSS, it also announced that it intended to change national planning policy for gypsy and traveller pitches. It is relevant to note however that the specific calls for gypsy and traveller sites through the SHLAA and the Local Plan consultations have yielded few sites.
- 7.24 An officer response summarising the matters raised in comments to the SHLAA Part C consultation was added to the Council's website in July 2012. This site was not identified as part of the 2010 SHLAA. This site is not the site within Hail Weston discounted as part of that SHLAA.
- 7.25 The assessment concluded that additional information was required for the LPA to be satisfied that the boundaries of the site are appropriate having regard to biodiversity and the neighbouring businesses, but given the small scale of the proposal this could be possible.

Other PPTS policy criteria

- 7.26 Policy H Paragraph 22 (c) - Personal circumstances of the applicant. As above.
- 7.27 Policy H Paragraph 22 (d) Locally specific criteria used to guide the allocation of sites in plans or which form the policy where there is no identified need for pitches should be used to assess applications that may come forward on unallocated sites - These aspects are considered later in the report in terms of the criteria in Policy CS6 of the Core Strategy and draft Policy LP12 of the Local Plan to 2036: Stage 3.
- 7.28 Policy H Paragraph 22 (e) - Determine applications for sites from any travellers and not just those with local connections – The Cash family have owned and lived on site since 2009, gaining a certificate of lawful development for a single mobile home in 2011.
- 7.29 Policy H Paragraph 24 of the PPTS says that local planning authorities should attach weight to the following matters:

a) the effective use of previously developed (brownfield), untidy or derelict land – The application site has a single mobile home on the land, a manege, stables and horse exercising equipment. Annex 2 of the NPPF defines Previously Developed Land. While it excludes agricultural and forestry buildings, it does not exclude other rural buildings. While the land is used for grazing animals, planning permission 9701241FUL granted permission for the permanent siting of the stables and the manege(also described as a horse exerciser). For that reason it is considered that the land on which these 4 pitches will stand is 'previously developed land'. This would therefore be an effective use of previously developed land.

b) sites being well planned or soft landscaped in such a way as to positively enhance the environment and increase its openness – This site is well screened and is not visible from the public highway.

c) promoting opportunities for healthy lifestyles, such as ensuring adequate landscaping and play areas for children – For a development as small as four pitches young children would normally be expected to play within the pitches rather than on a separate play area. It is also noted that the landownership extends to open paddocks for grazing, also allowing for children to play.

d) not enclosing a site with so much hard landscaping, high walls or fences, that the impression may be given that the site and its occupants are deliberately isolated from the rest of the community – The soft landscaping is existing, and provides soft screening. It also provides separation and noise mitigation from the B645.

Core Strategy policy CS6 criteria

- 7.30 (i) There would be no significant adverse effect on the amenity of nearby residents or operations of adjoining land uses – In respect of numbers and proximity the development does not dominate the nearest settled community in the village or the outlying group of dwellings. The proposed development of 4 pitches is acceptable.
- 7.31 (ii) The development should not have a significant adverse impact on the character of the landscape and appropriate landscaping and boundaries should be provided – This point has been discussed within this report.
- 7.32 (iii) Access to services and facilities. Adequate schools, shops and other community facilities are within reasonable travelling distance, and can be reached by foot, cycle or public transport – As highlighted earlier in this report the site is approximately 2.2km from Great Staughton and approximately 1.5km from Hail Weston. The B645 is unlit, has no footways and traffic travels at and above the 60mph speed limit There is no public transport available. There are roadside verges which can act as a refuge for pedestrians but they are for much of the route not suitable as a path.
- 7.33 There has been a subtle shift in emphasis from the Adopted Core Strategy CS6 approach on this criterion within the PPTS which refers to promoting opportunities for healthy lifestyles. As such it is considered that the requirement for adequate facilities to be

reachable by foot, cycle or public transport is not a matter on which a fundamental objection can be supported. In coming to this conclusion, regard has been had by officers to other sites and appeal decisions within the District where Inspectors have concluded that in terms of the relative distances with services and/or lack of safe pedestrian routes between Traveller sites and settlements is not unusual within a rural location. The development will give rise to journeys by motor vehicle but they should be relatively short.

- 7.34 (iv) The site is served (or can be served) by an adequate water supply and appropriate means of sewage disposal which meets national standards – A water supply is available on the site to serve the existing residential mobile home and the stables. An improved water supply and sewage disposal can be secured by planning condition.
- 7.35 (v) The health and safety of occupants are not put at risk including through unsafe access to sites, poor air quality and unacceptable noise (as for example close to trunk roads) or unacceptable flood risk so that the quality of the environment is at the same acceptable standard as for the settled community – This will be discussed further under a separate heading below.
- 7.36 (vi) There should be adequate space for operational needs including the parking, turning and servicing of vehicles – The site is large enough to provide these facilities.
- 7.37 Draft Local Plan policy LP12 criteria – just say here we give it limited weight and whether it accords with the PPTS

Flooding Matters

- 7.38 The site subject of this application lies in Flood Zone 2, as per the Councils Strategic Flood Risk Assessment. The detailed submission included a Flood Risk Assessment (FRA). The EA have reviewed the FRA and have no objection subject to a condition to ensure minimum levels for the mobile homes.
- 7.39 Paragraphs 100-104 of the NPPF set out the Government's guidance in relation to development within flood zones and that advice is reinforced by Planning Practice Guidance (PPG). The PPG identifies caravans for residential purposes as 'Highly Vulnerable' and schemes for residential caravans in SFRA zone 2 should be subject of a sequential and exceptions test. Highly vulnerable uses within Zone 3a should be avoided. While a change in land use does not require a sequential and exceptions test, this scheme is for additional residential development, and for that reason the sequential and exceptions tests do apply.

Sequential Test

- 7.40 As already identified the nearest Gypsy and Traveller site is the Cambridge County Council site on Cambridge Road, St. Neots, and that site is at capacity, with a waiting list. As already identified there are 23 lawful pitches throughout the district but these are private pitches and there is no assumption of availability.

- 7.41 There are no lawful alternative available sites within district upon which the development under consideration could take place and as already discussed elsewhere in this report there is an identifiable need for development of this type to 2036.
- 7.42 Having regard to the approach of Justice Wyn Williams in the case of *Miles O'Connor v Secretary of State for Communities and Local Government and Epping Forest Council* (Nov 2014), the proposal passes the Sequential Test.

Exceptions Test

- 7.43 Paragraph 2 of the NPPF advises that for the Exceptions Test to be passed:
- It must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk informed by a SFRA, where one has been prepared; and
 - A site specific FRA must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users without increasing flood risk elsewhere, and, where possible will reduce flood risk overall.
- 7.44 Having regard to PTTS which covers these points, and has been discussed above. This site can be considered 'previously developed land', Advantages are that the scheme would avoid the disadvantages of an itinerant roadside or other unauthorised camping for both the family involved and the local communities. Furthermore the site specific FRA demonstrates that the site will be safe for its lifetime and will not increase flood risk elsewhere. It is noted that FZ3a does cut through the eastern corner of plot 3 where no buildings are proposed. However is also noted that the land levels in this corner are not very different to the land levels identified in FZ2. This proposal passes the Exceptions Test This proposal accords with the NPPF paragraphs 100-104, PPG "Flood Risk", Policy CS9 of the HLP 1995 and policy LP6 of The Huntingdonshire Draft Local Plan to 2036. For that reason this proposal is considered to pass the Exceptions Test

Drainage

- 7.45 The site is served by 1 septic tank to the existing mobile home. Paragraphs 109-120 of the PPG set out the Government's advice on conserving and enhancing the natural environment. That advice is reinforced by paragraph 20 of the PPG which advises that in the first instance it should be mains drainage. Where that is not available it should be a package sewage treatment plant (a package sewage treatment plant is like a mini-sewage works and produces much cleaner effluent than septic tanks. Package treatment plants are more sophisticated than septic tanks and require a source of power as well as regular maintenance. They also accumulate solid matter (sludge) that is settled out from the sewage, and require de-sludging.)

- 7.46 HDC Environmental Health has no objections subject to the provision of efficient drainage. This can be secured by way of a planning condition.

Highway Matters

- 7.47 The application includes a new access approximately 94m west of the existing application. This application is also accompanied by a speed survey. CCC Highways advise:

- Vehicle to vehicle visibility and forward visibility is in accordance with current guidance associated with the measured oncoming speed of vehicles.
- The measured speed of the vehicles approaching from the south east which is the direction of most concern regarding the new access, they also confirm that the speed survey was carried out in the correct location in order to get a representative 85 percentile indication of vehicles approaching from this direction.
- Vehicles approaching from the north west given the adopted highway and land within their control have 2.4m x 215m, therefore no speed survey for this direction was required.
- The proposed access, given the proposed use, is of a suitable design with regards to size and geometry to cater for the amount and type of vehicles associated with such a scheme.

- 7.48 However, they also advise that an intensification of use of the existing access is unacceptable. With that in mind it is noted that the applicant is proposing to erect close boarded fencing to prevent access to the residential pitches but vehicles could use this access for the movement of grazing animals onto/from the adjacent grazing land/ open countryside. This is considered reasonable and not materially more harmful than the existing arrangement, (namely the existing access serves both the residential mobile home, stables and the wider countryside), subject to conditions relating to

- Gates to be set back a minimum of 15m
- Access width and distance
- Parking and turning in accordance with the approved plan.
- Visibility Splays
- Junction of the access with the highway
- Prevention of surface water run-off into the public highway.

- 7.49 This proposal accords with the NPPF (Paragraph 17) and policy LP18 of The Huntingdonshire Draft Local Plan to 2036.

The planning balance

7.50 PPTS, to which full weight can be given, sets out the Government's overarching aims which is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community. Its detailed aims (paragraph 4) include:

- that local planning authorities should make their own assessment of need for the purposes of planning;
- encouraging local planning authorities to plan for sites over a reasonable timescale;
- to promote more private traveller site provision while recognising that there will always be those travellers who cannot provide their own sites;
- to increase the number of traveller sites in appropriate locations with planning permission, to address under-provision and maintain an appropriate level of supply;
- to reduce tensions between settled and traveller communities in plan- making and planning decisions;
- to enable the provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure;
- for local planning authorities to have due regard to the protection of local amenity and local environment.

7.51 Other than in respect of the design of the access, lighting, a flood evacuation scheme and the drainage design for which further information is required, no harm in terms of material planning considerations has been identified and it is considered that subject to satisfactory resolution of these matters and the imposition of suitable planning conditions planning permission can be granted. This countryside location is appropriate for the scale of development proposed.

8. RECOMMENDATION - APPROVAL

The delegated authority is given to the Head of Development on receipt and completion of a S106 agreement to remove the existing mobile home and lawful residential land use on which that mobile home stands, the receipt of satisfactory details of landscaping, access and drainage design GRANT PLANNING PERMISSION subject to conditions including the following:

- Time Limit
- Occupation to be limited to gypsies and travellers as defined in PPTS Annex 1
- No more than four pitches and on each pitch not more than two caravans of which not more than one shall be a residential mobile home

- Siting of caravans
- Specification of the number of days the site can be occupied by more than the allowed number of caravans (which permits visitors and allows attendance at family or community events)
- No external storage of materials relating to the business of existing or future occupiers (excluding domestic paraphernalia such as, but not limit to, clothes lines, garden furniture and children's play equipment)
- Any gates to be set back and to be hung to open inwards
- Distance and width of access from the public highway
- The existing access shall not serve the residential pitches.
- On site turning and parking to be retained for that specific use
- Visibility splays
- Details of the Junction with access to be agreed
- Lighting scheme to be agreed
- Details of hard and soft landscaping to be agreed
- Details of Boundary treatment to be agreed
- Drainage details to be agreed
- Minimum floor levels.
- Details of a flood evacuation plan to be agreed

If you would like a translation of this document, a large text version or an audio version, please contact us on 01480 388388 and we will try to accommodate your needs.

CONTACT OFFICER:

Enquiries about this report to **Clara Kerr Development Management Team Leader 01480 388434**

Planning Proposal 1401104FUL

The use of land as a private gypsy and traveller caravan site consisting of 4 pitches each of which would comprise of 1 No. mobile home, 1 No. touring caravan, one small amenity building, hard standings, foul drainage; creation of new access and track way | Kym Stables Kimbolton Road Hail Weston

Observations of Hail Weston Parish Council (HWPC)

Recommend REFUSAL....

HWPC wish to record that it is not disputed that there is a demonstrable need for new gypsy and traveller pitches in the district. Also noting that Document LP12 policy provides that existing authorised land for gypsy and traveller sites will be safeguarded. This farm land located in the country side outside the main village is considered by HWPC as an inappropriate development. Indeed HWPC view any residential development at this location of any kind unsuitable. The development proposal appears to be contrary to PPS7 sustainable development in Rural areas.

HWPC consider the proposal for the planned expansion of the site is 'significant development'. The original planning granted in 2012 for certificate of lawful (existing) use for changing use of land for siting a caravan for residential use was never tested through the vigour of a planning process. This was granted on the basis of probabilities of there being continued siting of a caravan for residential use for at least 10 years prior to the date of the application.

HWPC considered that the current accommodation does not satisfactory meet the domestic needs of the occupants. These needs could be met elsewhere in the County allowing for easier access to schooling, integration to the community, safer location regarding the access on and off the immediate highway, safer in terms of development on land with a decreased probability of flood (Cambridgeshire's Local flood Risk Strategy – 5.1.2 & 5.1.3) & (Local plan 2036 P12(d) and better access to Great Ormond Street hospital.

HWPC believe the shortcomings of this application outweigh merits of this proposal on the following grounds:

Highways: Despite the relocation of the proposed entrance/exit this site directly

joins a highway whereby the National speed limit (60mph) applies. Further increase of vehicular access to (by expansion of the site) is considered by HWPC as highly dangerous and unacceptable.

The road survey captured between March 21st – March 27th 2014 does not reflect nor record local knowledge that this road is highly dangerous. Please see attached mapping detailing 5 years' worth of 'reported' serious accidents (3) and accidents (11). The traffic survey submitted does not capture the number of bikers that use this road. The one location point (attached) in which data was captured does not reflect a true reflection of the speed which vehicles travel particularly at the proposed new entrance. The B645 is a road which is often used as a 'rat run' when the A1 and A14 are congested again this report of a weeks' worth of data is highly unlikely to reflect this. There are also no pedestrian footpaths in this area. To increase volume of vehicles joining this road and pedestrians is irresponsible.

Environment: Policy LP 26 – 'homes in the countryside'. This proposal is contrary to policy which outlines development in the countryside, outside the village.

Policy LP 11 provides that new development in the countryside will not be permitted. The stated objectives of the policy are to protect the countryside and agricultural land not to encourage residential use and private cars

Flood: HWPC have carefully considered the applicants flood risk survey reports with regard to this matter and feel that it does not accurately reflect the history of flooding or the effect of flooding on this site. The development proposal is clearly in the flood plain of the river Kym, a statutory main river. Significantly this land is classed as both Level 2 and level 3. Again this is in clear breach of planning policy. (Cambridgeshire's Local flood Risk Strategy – 5.1.2 & 5.1.3) & (Local plan 2036 P12(d)

The elevation of the static caravan, touring caravan and existing van on hard standing could create further blockage of the flood plain. The amenity buildings are not described as being elevated. The amenity buildings are essential for habitation and could potentially be out of action for some time through flooding leading to issues with sanitation and water, creating a health risk for the family. The most significant issue for HWPC within the 'Flood arena' is the issue of contamination as with regard to the cess- tank and the operation of it working in a flood plain.

The open meeting that this planning application was considered by HWPC was very well supported by residents. Many residents expressed concerns of the

development proposal in countryside, away from the village life on land at high risk of flooding, adjacent to highway which has a national speed limit. HWPC have received 17 objections to this proposal on these grounds.

Conditions to possible development

HWPC wish to record that the following 'conditions' were agreed as necessary to discuss the proposal further and suggest that if planning is granted these conditions be met.

Flood Mitigation:

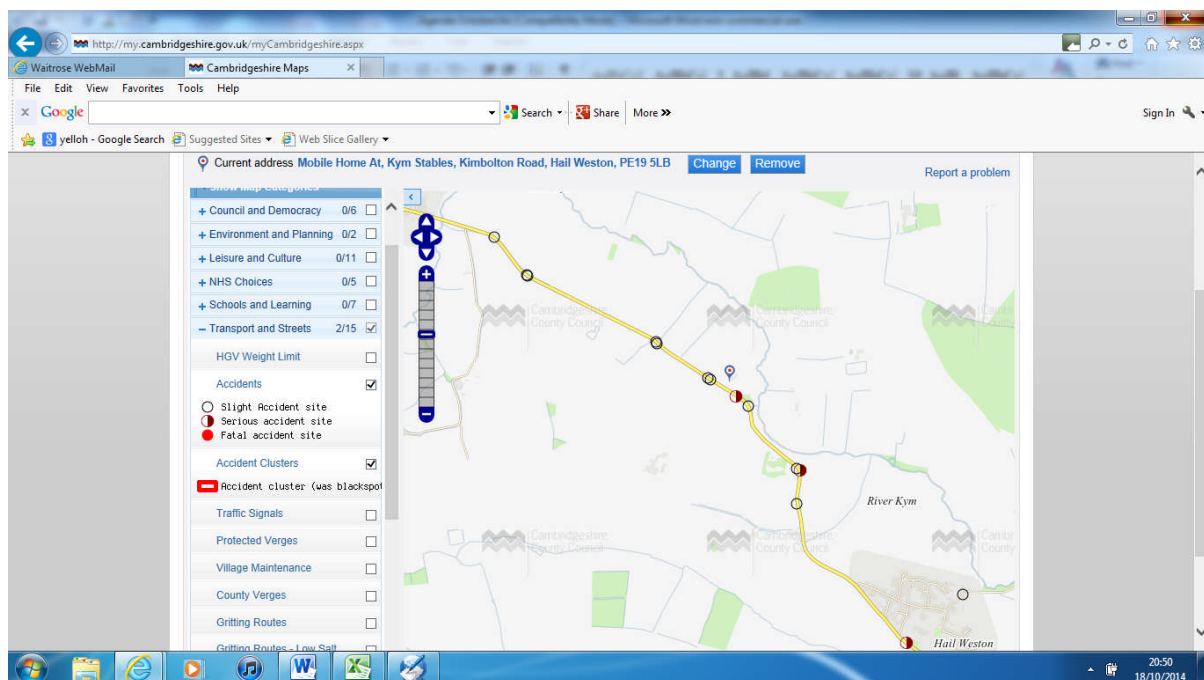
- Condition of River Kym and maintenance reports.
- Flood data relating to patterns/times.
- Flood response times at that location and risk of constructing permanent elevated structures reducing the flood plain elsewhere
- Analysis report on risk to vicinity of the site and 'knock' on effects to entrance track to neighbouring farm.
- Appropriate method of flood warning and evacuation (registration to receive flood warning not sufficient)
- Mobile homes securely anchored to ground at least 600mm above ground levels
- Flood plan
- Sequential & Exception tests passed. Applicant to demonstrate no reasonable sites in areas with a lower flood risk. Safety of people passed with regard to Sequential
- Percolation tests for uncontaminated surface water in accordance with BRE Digest 365
- DETR circular 03/99 requiring applicant to demonstrate that a connection to a public foul sewer is not available. If not available septic tank management process to be demonstrated by applicant.

Highway and Environment Issues

- Further analysis data and either reduction in speed limit on B645, traffic lights or roundabout.
- Environment report to determine effects of removing long established hedgerows and wildlife. Ecological status.

- No trading from site
- Family claims they need the expansion
- Limited the use of the site to the applicant's family, whilst defining the exact definition of family.
- One entrance/exit point to site allowing slow moving vehicles such as touring caravan and refuse collection vehicles turning in area so that they and buses not obstructing highway.

Mapping taken from CCC website 'recording' accidents reported to the police. NB) a fatal accident was recorded at this location point prior to these records.



Location of road survey deemed inappropriate by HWPC in terms of time frame and location.



Unmarked Police Fireblade (Cams) - PistonHeads - Windows Internet Explorer provided by Peterborough Hospitals NHS Trust

http://www.pistonheads.com/gassing/topic.asp?h=0&t=717306&d=0&nmt= fatalities B645

Unmarked Police Fireblade (Cams) - PistonHeads

So unfair.... 'cos black bikes are always faster 😊

smack
8,794 posts
77 months

Wednesday 8th July 2009 [quote] [quote all] [news] [report]

I have been know to visit that road from time to time.... What was he wearing - Blue leathers? White helmet? High vis?

On the Northants Police site (not sure how old this is):

Northamptonshire Police Website said:

Focus Is On 645
The B645 road from Higham Ferrers to the county boundary has become the latest focus of attention for Operation Roadsafe, the ongoing campaign aimed at reducing collisions and casualties on Northamptonshire's roads.

The six-mile stretch of road, which passes through the villages of Chelveston and Hargrave, has seen ten collisions over the past three years including three involving fatalities and four involving serious injuries.

The road is currently one of the county's Motorcycle Red Routes, and suffers from excessive speeding by motorcyclists and car drivers.

Latest speed data shows that more 80 per cent of motorcycles and 70 per cent of cars are exceeding the 40mph limit through the Hargrave section. And on the 60mph national speed limit sections of the road to the east of Chelveston, more than 84 per cent of motorcyclists are exceeding the limit with more than half riding in excess of 80mph, with speeds over 100mph not uncommon.

The county's Casualty Reduction Partnership is developing a long-term action plan for the road, but, in the interim, a number of immediate measures have been put in place. These include:

- Deployment of the Speed Indicator Device which flashes up people's speeds
- High visibility police patrols by uniformed officers in cars and on motorbikes to deter potential offenders
- Existing liaison with representatives from the motorcycling community will continue through formal and informal meetings
- The erection of signs warning motorists of the hazards and the presence of speed enforcement
- Mobile speed enforcement by the Safety Camera Team targeting problem drivers and riders who continue to disregard the speed limit and create an anti-social environment for local residents
- Working with the neighbouring Police Force (Cambridgeshire) to develop a complete route action plan

Casualty Reduction Officer, PC John Spencer, said: "I am extremely dismayed at the high numbers of vehicles, both cars and motorbikes, that continue to exceed the limit on this rural road - one that has a history of serious collisions and casualties. We will be working very hard over the coming weeks and months to try and address this problem."

A993LAD
Original Poster
468 posts
107 months

Wednesday 8th July 2009 [quote] [quote all] [news] [report]

He was in black leathers, no high viz but he was wearing a white helmet.

The bike is a black fireblade with a tank bag containing the video recording equipment. The flashing blue lights seem to be cleverly hidden in the standard looking indicators.

He told us they have two of these bikes, the other being blue.

To be honest I thought we were in serious trouble so fair play to the fella for letting us off with a warning. In fact he was incredibly reasonable under the circumstances.

Advertisement

Done

Internet | Protected Mode: Off 100%

08:46 22/10/2014



Fatality not captured on CCC mapping
Ends.

To: Kerr, Clara (Planning Serv)[Clara.Kerr@huntingdonshire.gov.uk];
Flag Status: 0x00000000
Subject: Planning application no 1401104FUL
From: Dianne
Sent: Thur 10/16/2014 9:47:40 AM

Dear Ms Kerr

Great Staughton Parish Councillors have asked me to express their grave concern relating to the above planning application.

You may recall that the original application was granted retrospectively with several objections being voiced and to now consider increasing the number of vans on site does not appear to take into consideration the views of local people. In addition it is on a dangerous stretch of road close to significant bends in the road and the increased traffic entering and exiting will be a potential danger.

There is regular flooding in the area from the river Kym which runs adjacent to the plot and concern has been expressed about foul water entering the river. It is understood that the application states that additional vans are needed for the current family residing there and the Parish Council would like reassurance that the owners do actually live on site.

It is felt to be an inappropriate development in a country area away from any major amenities.

Yours sincerely

Dianne

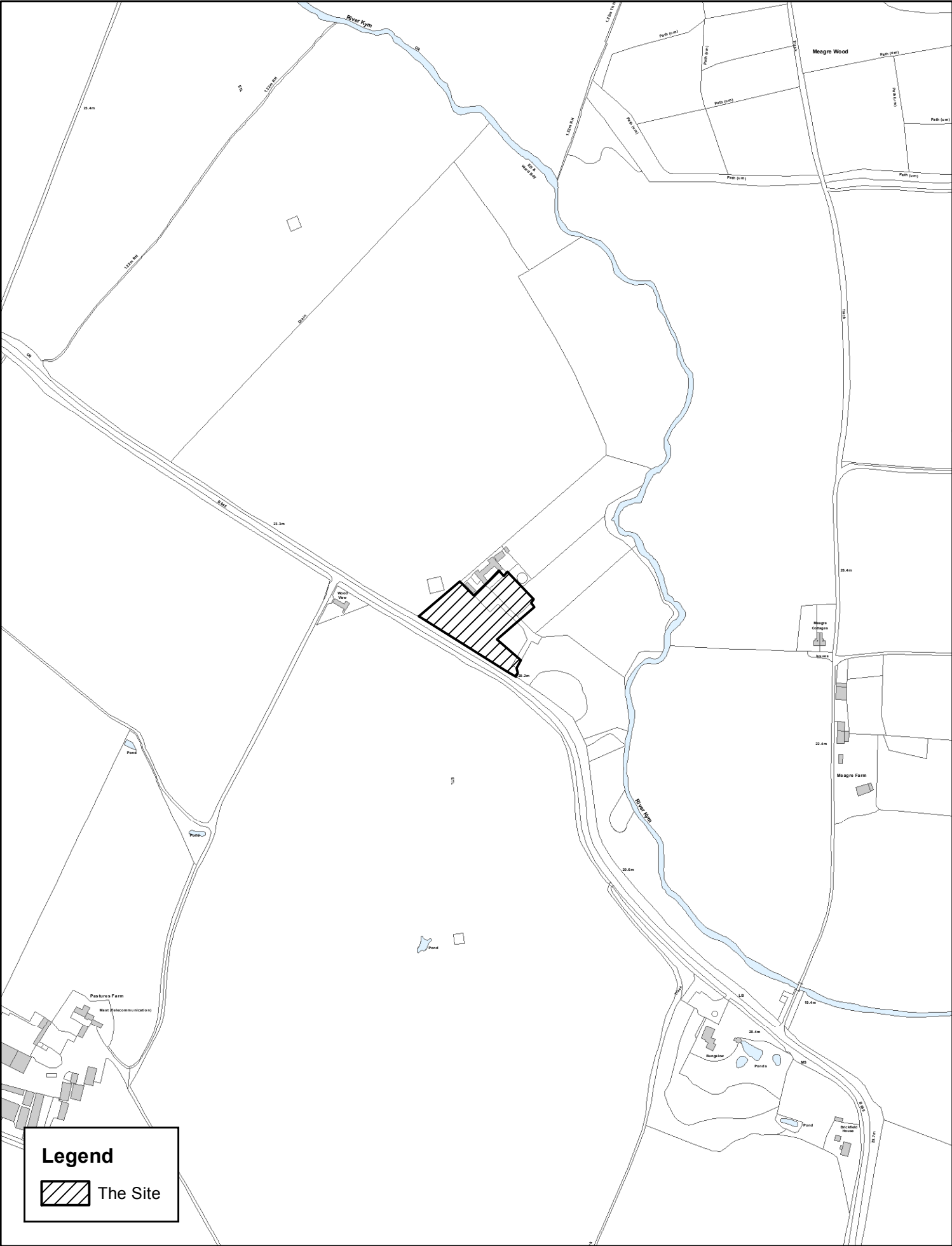
Dianne Palmer
Clerk - Great Staughton Parish Council
Garden House
Causeway Close
Great Staughton
Cambs PE19 5BG
Phone: 01480 861136
Village website: www.greatstaughton.com

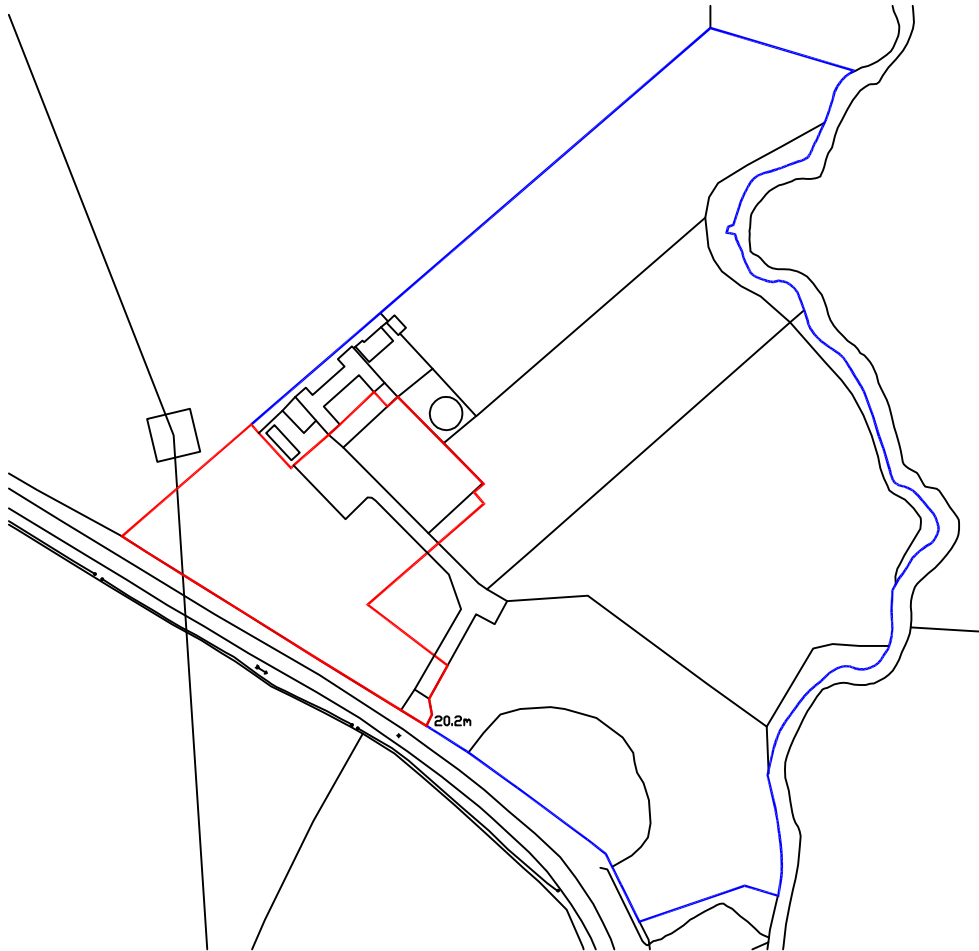
Development Management Panel



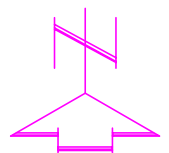
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Date Created: 02/12/2014

Application Ref: 1401104FUL
Location: Hail Weston





OS X (Eastings) 515324
 OS Y (Northings) 263560
 Nearest Post Code PE19 5LB
 Lat (WGS84) N52:15:29 (52.258130)
 Long (WGS84) W0:18:42
 (-0.311804) LR TL153635
 mX -34709
 mY 6813122



0 metres 10 20 30 40 50

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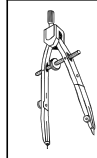
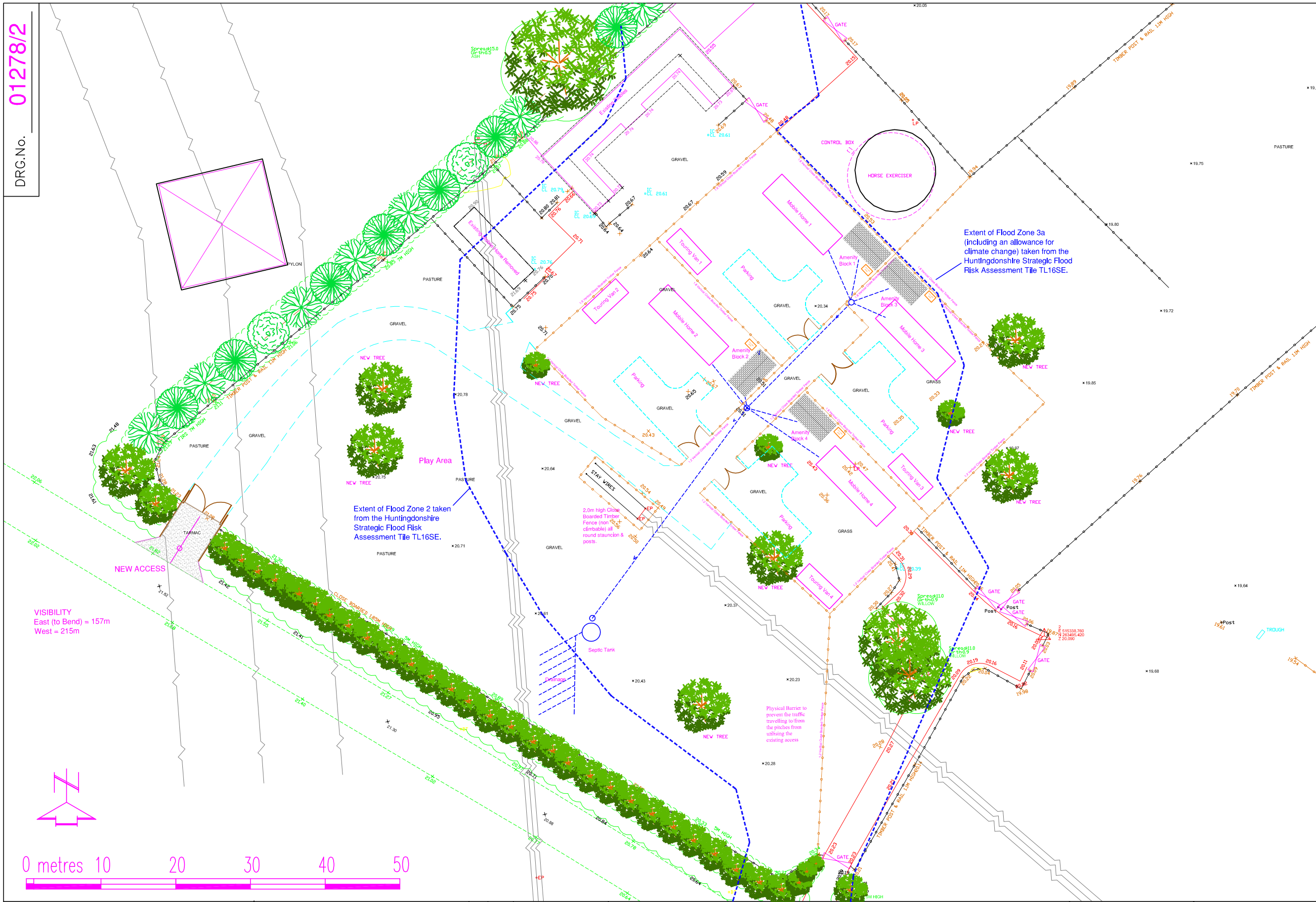
TITLE
 PROVISION OF FOUR PITCHES ON LAND AT
 KYM STABLES, KIMBOLTON ROAD, HAIL WESTON,
 ST.NEOTS, PE19 5LB.
 SITE LOCATION PLAN

CLIENT
 Mrs CASH

DRN. SAB
 DATE 01.05.14
 SCALE A4 1:2500

DRG. No.
 01278/10
 Rev: 2 (27.08.14)

DRG.No. 01278/2



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Rev	Date	Revision

TITLE

PROVISION OF FOUR PITCHES ON LAND AT
KYM STABLES, KIMBOLTON ROAD, HAIL WESTON,
ST.NEOTS, PE19 5LB.

BLOCK PLAN / PROPOSED LAYOUT

CLIENT

Mrs CASH

DRN.	SAB
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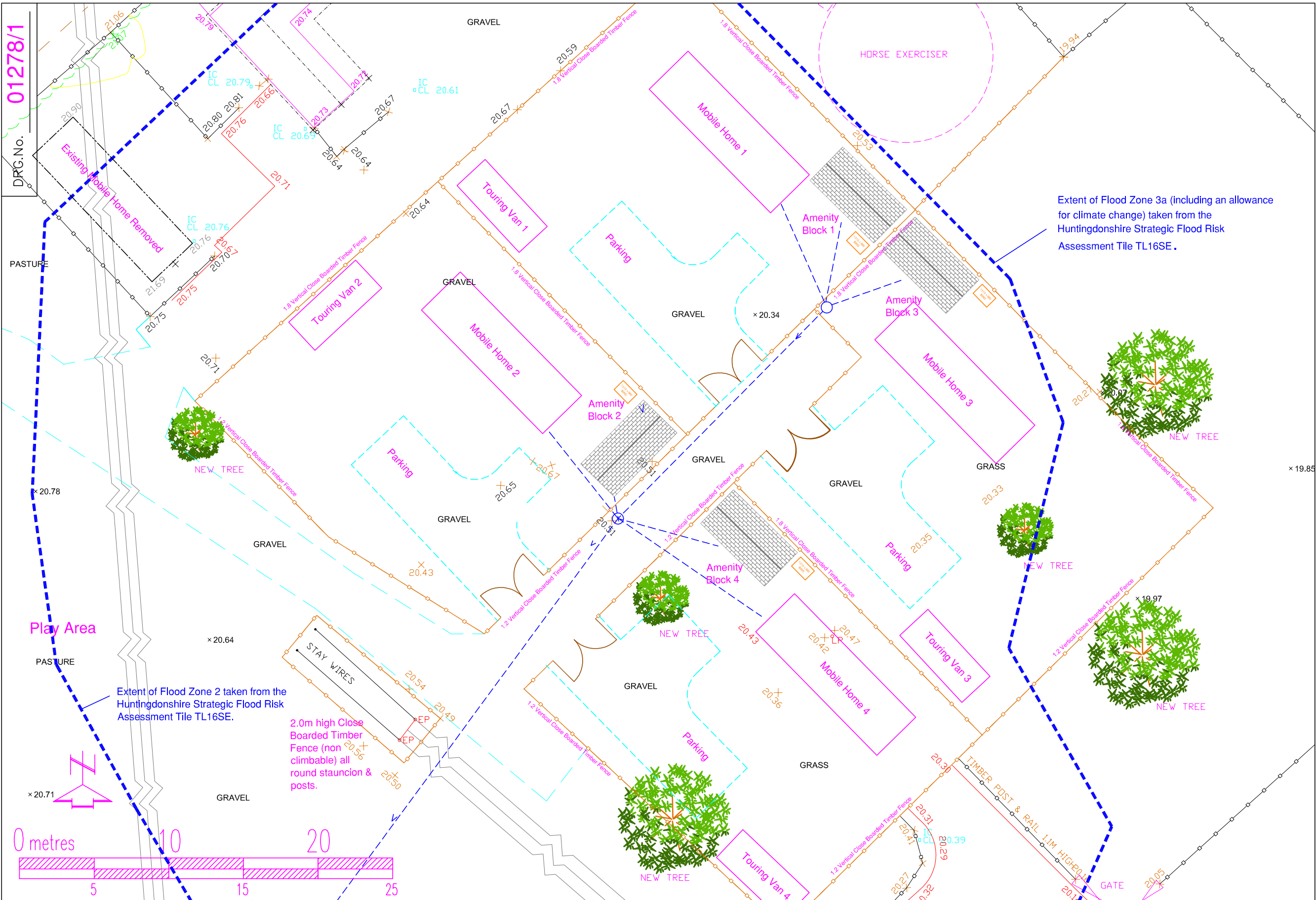
DATE 01.05.14

SCALE A3 1:500

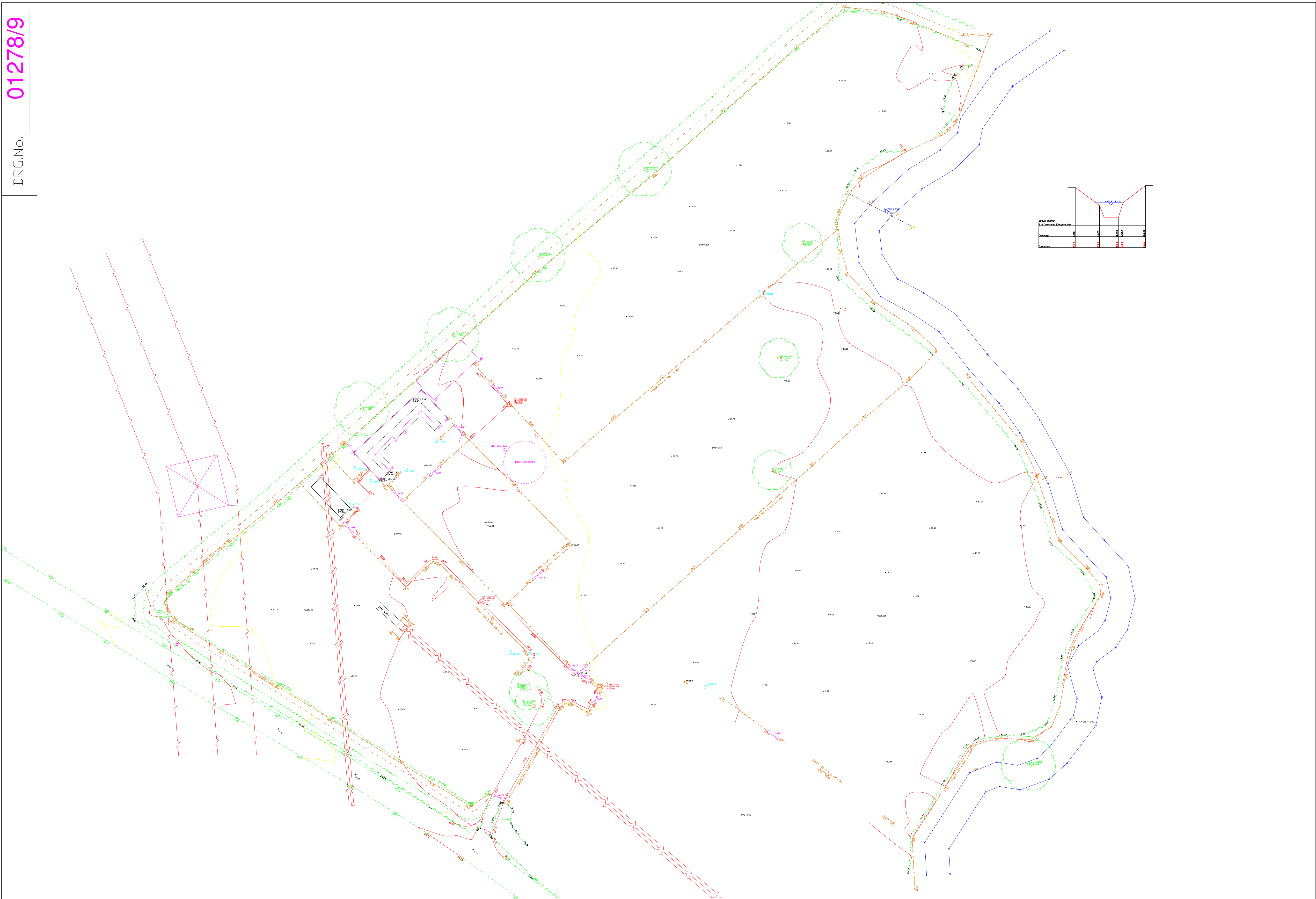
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01278/2

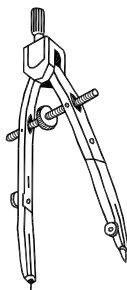
Rev: 8 (27.08.14)



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Scale 1:500	1:500
1:500	1:500
1:500	1:500
1:500	1:500



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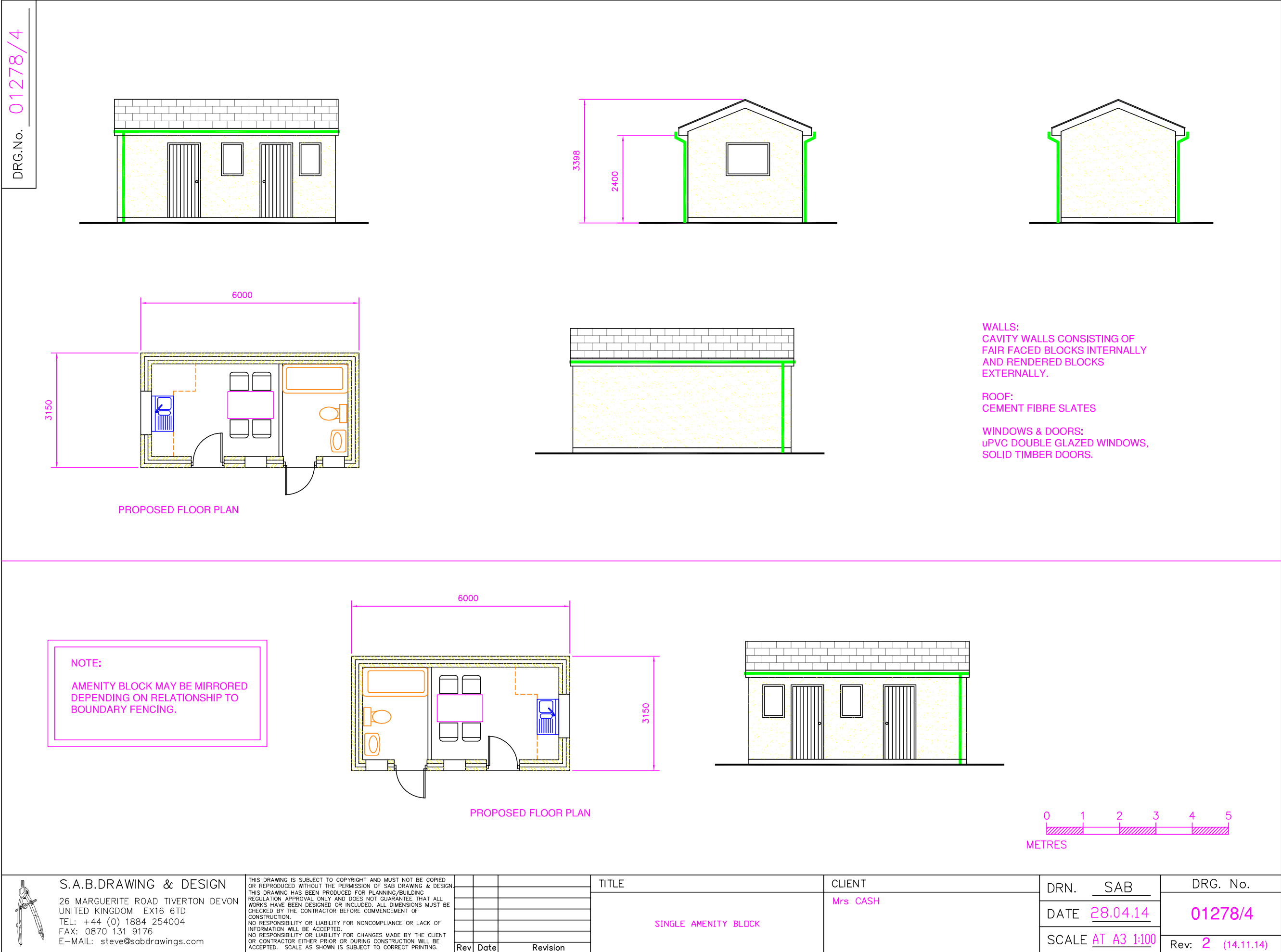
Rev	Date	Revision

TITLE
PROVISION OF FOUR PITCHES ON LAND AT
KYM STABLES, KIMBOLTON ROAD, HAIL WESTON,
ST.NEOTS, PE19 5LB.
EXISTING TOPOGRAPHY

CLIENT
Mrs CASH

DRN.	SAB
DATE	01.05.14
SCALE	A1 1:500

DRG. No.
01278/9
Rev: 2 (27.08.14)



GREEN PAPERS FOLLOW

Huntingdonshire District Council

/ CAMBRIDGESHIRE

TOWN AND COUNTRY PLANNING ACT, 1990

Application Number: 97/1241

PLANNING PERMISSION (Subject to Conditions)

To Mr J Flint
C/O Knight & Associates
PO Box 14
St Neots
Cambs
PE19 3AZ

Huntingdonshire District Council in pursuance of powers under the above Act hereby GRANT PERMISSION for

Erection of stables at: O.S. 3753 Staughton Road Hail Weston

in accordance with your application received on 02 SEP 1997 and the plans, drawings and documents which form part of the application, subject to the conditions set out below:

1. The development to which this permission relates must be begun not later than the expiration of five years beginning with the date on which this permission is granted.
2. Details of the type and colour of all materials to be used for the external surfaces of the building(s) shall be submitted to and approved by the Local Planning Authority, before the commencement of the development to which this permission relates.
3. All manure or stable waste shall be stored in a suitably constructed manure bay, details of which shall be submitted to the Local Planning Authority and approved in writing prior to the commencement of development. The manure bay shall be constructed in accordance with the approved details prior to the stables being brought into use.
4. No waste matter shall be burned on site.
5. No floodlighting or other forms of exterior lighting shall be erected without the prior written consent of the Local Planning Authority.
6. The use of the premises shall remain as a private stable and shall not extend to the hire or livery of horses for the

Dated: 06 NOV 1997

(Continued)

Elizabeth A. Wilson

Director of Operational Services

Huntingdonshire District Council

CAMBRIDGESHIRE

TOWN AND COUNTRY PLANNING ACT, 1990

Application Number: 97/1241

PLANNING PERMISSION (Subject to Conditions) (Continued)

purposes of riding or instruction without the prior detailed consent of the Local Planning Authority.

7. The access from the highway, areas for parking, turning and loading shall have been surface sealed and drained away from the public highway prior to the construction of the stables.

The reasons for the Council's decision to grant permission for development subject to the compliance with the conditions hereinbefore specified are:

1. The time limit condition is imposed in order to comply with the requirements of Section 91 of the Town and Country Planning Act, 1990.
2. In the interests of visual amenity.
3. To ensure that the proposed use does not become a source of annoyance to the occupiers of neighbouring properties.
4. To ensure that the proposed use does not become a source of annoyance to the occupiers of neighbouring properties.
5. In the interests of visual amenity.
6. To ensure that the use remains compatible with the surrounding area.
7. In the interests of highway safety.

Notes to Applicants

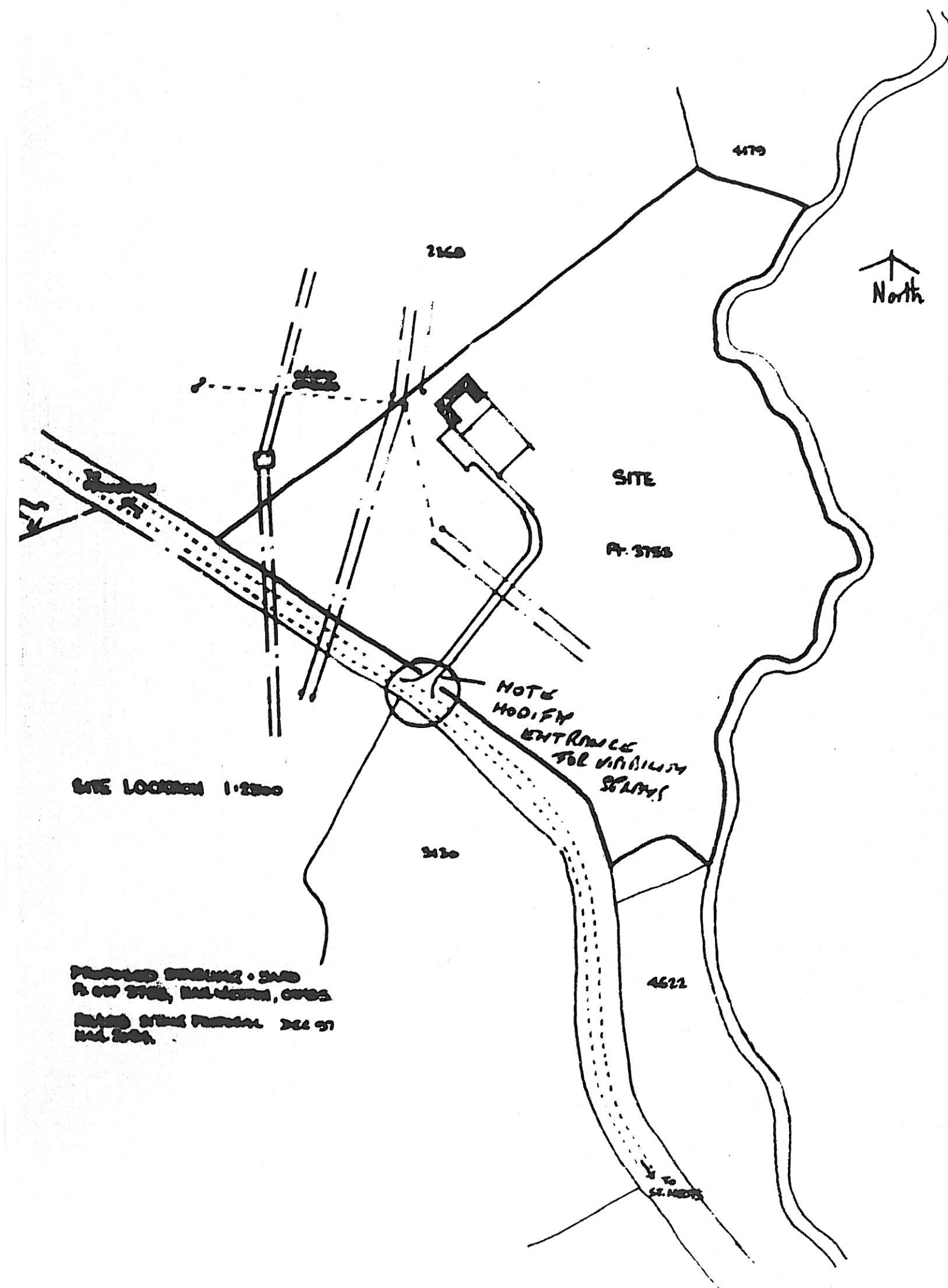
1. The applicant's attention is drawn to the enclosed letter from the Environment Agency.
2. This decision is based upon the submitted application and additional details received by letter dated 17th October 1997.
3. In the interests of highway safety, the site frontage hedge shall be trimmed back to provide a 2.4m x 250m visibility splay to the west.

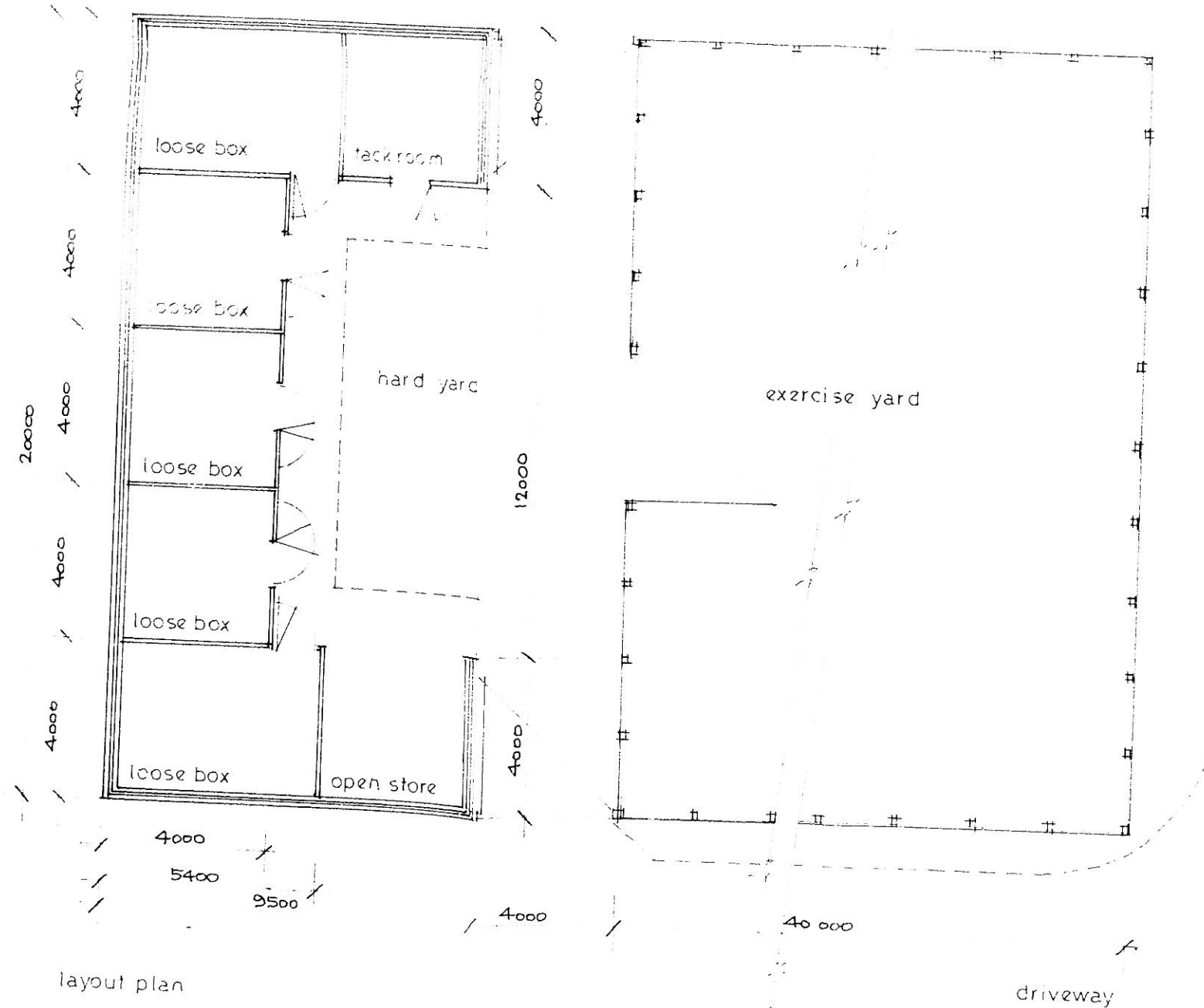
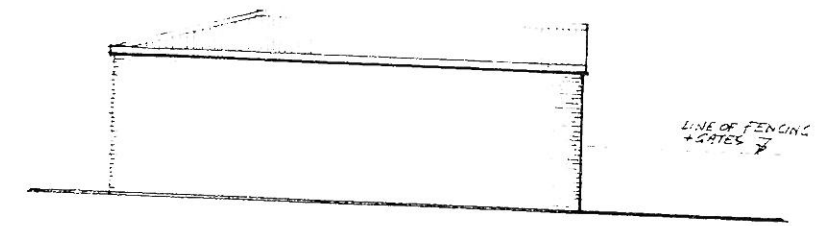
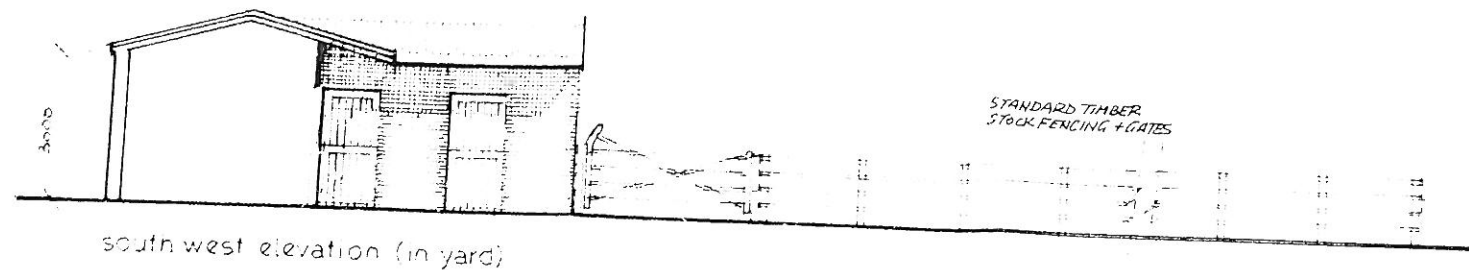
Dated: 06 NOV 1997



Operational Services Directorate, Pathfinder House, 2 -
St. Mary's Street, Huntingdon, Cambs., PE18 6TN.

Director of Operational Services

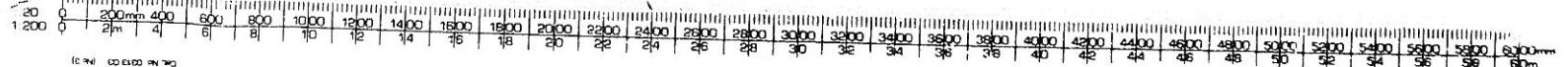




site location

layout plan

parking



Certificate

**Town and Country Planning Act, 1990: Section 191 and 192
(as amended by Section 10 of the Planning Compensation Act, 1991)**

Town and Country Planning (Development Management Procedure) Order 2010: Article 35

**Mrs M Cash
c/o Green Planning Solutions LLP (FAO Mr M Green)
Unit D Lunesdale
Upton Magna Business Park
Upton Magna
Shrewsbury
Shropshire
SY4 4TT**

The Huntingdonshire District Council hereby certify that on the 28th August 2012 the use described in the First Schedule to this certificate in respect of the land specified in the Second Schedule to this certificate and edged in red on the plan attached to this certificate, was lawful within the meaning of section 191 of the Town and Country Planning Act 1990(as amended) for the following reason:

1. Reason. The evidence submitted demonstrates that on the balance of probabilities there has been continued siting of a caravan for residential use on this site for at least the 10 years prior to the date of the application and therefore the breach of planning control is immune from enforcement action and as such is lawful.

Signed 
On behalf of Huntingdonshire District Council
Date 19th October 2012

(Councils Authorised Officer)

First Schedule

Certificate of lawful (existing) use for changing use of the land for siting of a caravan for residential use

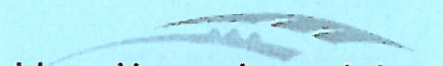
Second Schedule

**Kym Stables
Kimbolton Road
Hail Weston**

ufm11.rtf

Page 1 of 2

Date 19th October 2012


Huntingdonshire
DISTRICT COUNCIL

Pathfinder House, St Mary's Street
Huntingdon. PE29 3TN
mail@huntsdc.gov.uk
DX140316 Huntingdon SC

Tel: 01480 388388
Fax: 01480 388099
www.huntingdonshire.gov.uk

Notes

1. This certificate is issued solely for the purpose of section 191 of the Town and Country Planning Act 1990 (as amended).
2. It certifies that the use specified in the First Schedule taking place on the land specified in the Second Schedule was lawful, on the specified date and thus would not have been liable to enforcement action under section 172 of the 1990 Act on that date.
3. This certificate applies only to the extent of the use described in the First Schedule and to the land specified in the Second Schedule and identified on the attached plan. Any use which is materially different from that described or which relates to other land may render the owner or occupier liable to enforcement action.
4. The effect of the certificate is also qualified by the provisions in section 192(4) of the 1990 Act, as amended, which states that the lawfulness of a described use or operation is only conclusively presumed where there has been no material change, before the use is instituted or the operations begun, in any of the matters relevant to determining such lawfulness.

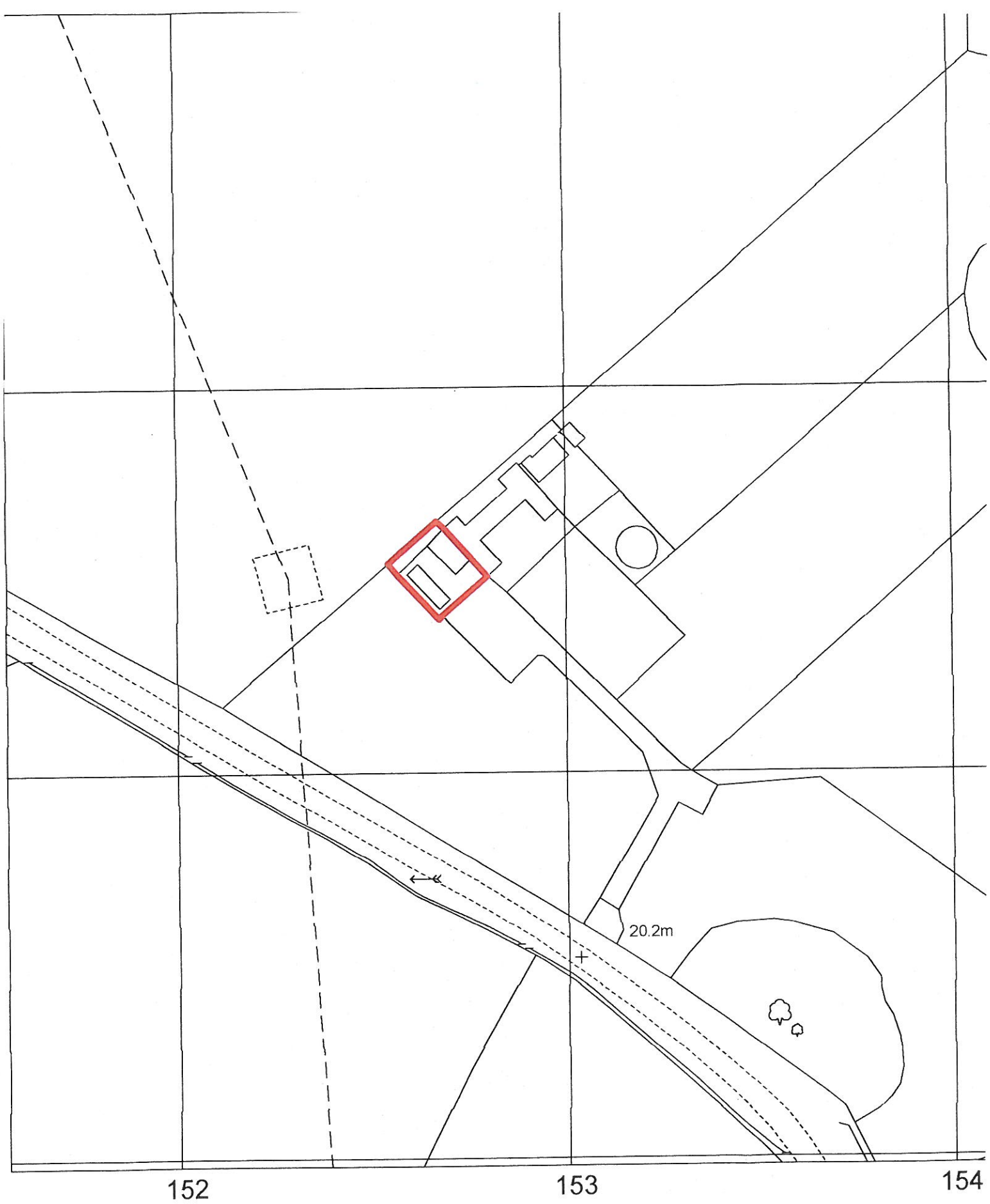


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Page 2 of 2

Date 19th October 2012





515156m

OFFICER REPORT

Case No: 1201347CLED **Certificate of existing lawful use**

Proposal: Certificate of lawful (existing) use for changing use of the land for siting of a caravan for residential use

Location: Kym Stables Kimbolton Road Hail Weston

Applicant: Mrs M Cash

Grid Ref: 515351 263513

DESCRIPTION OF SITE AND APPLICATION

Kym stables comprises a single storey stable block, a ménage, a horse walker and residential mobile home in the open countryside west of the main settlement of Hail Weston. The site is screened from the public highway by way of a very tall hedge. Vehicular access is via gates, off the public highway, to the south east of the stables. The site is in EA Floodzone 2 and the River Kym lies beyond the eastern boundary of the site.

The applicant has submitted affidavits from a previous owner and from a person who has stabled their horse at kym stables stating that there has been a residential caravan on the site, continuously, in excess of 10 years. The application is therefore for a Lawful Existing Use Certificate for change of use of the land, on which the mobile home stands to unrestricted residential use for 1 caravan.

NATIONAL GUIDANCE

Not relevant.

The National Planning Policy Framework (2012) sets out the three dimensions to sustainable development - an economic role, a social role and an environmental role - and outlines the presumption in favour of sustainable development. Under the heading of Delivering Sustainable Development, the Framework sets out the Government's planning policies for : building a strong, competitive economy; ensuring the vitality of town centres; supporting a prosperous rural economy; promoting sustainable transport; supporting high quality communications infrastructure; delivering a wide choice of high quality homes; requiring good design; promoting healthy communities; protecting Green Belt land; meeting the challenge of climate change, flooding and coastal change; conserving and enhancing the natural environment; conserving and enhancing the historic environment; and facilitating the sustainable use of minerals.

For full details visit the government website

<http://www.communities.gov.uk> and follow the links to planning, Building and Environment, Planning, Planning Policy.

PLANNING POLICIES

Further information on the role of planning policies in deciding planning applications can also be found at the following website:

HUNTINGDONSHIRE DISTRICT COUNCIL

1201347CLED

<http://www.communities.gov.uk> then follow links Planning, Building and Environment, Planning, Planning Information and Guidance, Planning Guidance and Advice and then Creating and Better Place to Live

East of England Plan - Revision to the Regional Spatial Strategy (May 2008)

Policies viewable at <http://www.go-east.gov.uk> then follow links to Planning, Regional Planning then Related Documents

Not relevant.

Cambridgeshire and Peterborough Structure Plan (2003)

Saved policies from the Cambridgeshire and Peterborough Structure Plan 2003 are relevant and viewable at

<http://www.cambridgeshire.gov.uk> follow the links to environment, planning, planning policy and Structure Plan 2003.

Not relevant.

Huntingdonshire Local Plan (1995)

Saved policies from the Huntingdonshire Local Plan 1995 are relevant and viewable at www.huntingdonshire.gov.uk/localplan95

Not relevant.

Huntingdonshire Local Plan Alterations (2002)

Saved policies from the Huntingdon Local Plan Alterations 2002

are relevant and viewable at www.huntingdonshire.gov.uk/localplan - Then click on "Local Plan Alteration (2002)

Not relevant.

Policies from the Adopted Huntingdonshire Local Development Framework Core Strategy 2009 are relevant and viewable at

<http://www.huntsdc.gov.uk> click on Environment and Planning then click on Planning then click on Planning Policy and then click on Core Strategy where there is a link to the Adopted Core Strategy.

Not relevant.

Policies from the Development Management DPD : Proposed Submission 2010 are relevant.

Not relevant.

PLANNING HISTORY

9701241FUL – Erection of Stables – Permission granted.

CONSULTATIONS

Hail Weston Parish Council – Object to the proposal but do not submit evidence to contradict supporting affidavits.

REPRESENTATIONS

None received from nearest neighbour.

SUMMARY OF ISSUES

Section 191 of the 1990 Act provides a procedure whereby applications can be made for a Certificate of Lawfulness of an Existing Use or Development when development has been carried out or a use carried out without the necessary planning permission but the time for enforcement action has expired. The time period for enforcement action is 4 years for operational development; 10 years for any other breach except in the case of a breach of planning control consisting of the

change of use of any building to use as a single dwellinghouse which is 4 years beginning with the date of the breach.

The onus of proof in a CLEUD application is on the applicant, who must prove their claim on the balance of probabilities (and not beyond reasonable doubt). If the LPA has no evidence of their own, or from others, to contradict or otherwise make the applicant's version of events less than probable, there is no good reason to refuse the application, provided the applicant's evidence alone is sufficiently precise and unambiguous to justify the grant of a certificate. This application is not like a planning application where objections can be considered. It must only be considered on evidence.

Planning permission was granted in 1997 for stables. That permission did not extend to the provision of a mobile home on site and therefore any stationing of a caravan/mobile home was unauthorised.

The Council's solicitors advise that no evidence has been submitted to dispute the affidavits that clearly state a residential caravan has been on the site in excess of 10 years. Furthermore, historic aerial photography shows that a mobile home was placed on site sometime between 2000 and 2003.

Conclusion:

The evidence submitted with the application, has, on the balance of probability, demonstrated that the land subject of this application has been used for a residential mobile home continuously for a period of ten years prior to the date of the application.

If you would like a translation of this document, a large text version or an audio version, please contact us on 01480 388388 and we will try to accommodate your needs.

BACKGROUND PAPERS:

CONTACT OFFICER:

Enquiries about this report to **Clara Kerr Development Management Officer 01480 388434**

RECOMMENDATION

SUMMARY OF CONDITIONS.

1. Reason. The evidence submitted demonstrates that on the balance of probabilities there has been continued siting of a caravan for residential use on this site for at least the 10 years prior to the date of the application and therefore the breach of planning control is immune from enforcement action and as such is lawful.



Appeal Decisions

Inquiry opened on 26 August 2009

Site visits made on 20 April 2010 and 26 January 2011

by Richard Clegg BA(Hons) DMS MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 7 April 2011

Appeal A: APP/H0520/A/09/2104200

**Land adjacent to The Paddock, Chatteris Road, Somersham,
Cambridgeshire, PE28 3DN**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr F Adams against the decision of Huntingdonshire District Council.
 - The application Ref 0803523FUL, dated 10 December 2008, was refused by notice dated 23 April 2009.
 - The development proposed is the permanent change of use of land from agriculture to a caravan/ mobile home travellers' site (2 pitches), including a new vehicular access, associated roadway and hardstanding.
-

Appeal B: APP/H0520/A/09/2108476

**Land adjacent to The Paddock, Chatteris Road, Somersham,
Cambridgeshire, PE28 3DN**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr F Adams against the decision of Huntingdonshire District Council.
 - The application Ref 0900550FUL, dated 10 May 2009, was refused by notice dated 6 July 2009.
 - The development proposed is the permanent change of use of land from agriculture to a caravan/ mobile home travellers' site (6 pitches), including a new vehicular access, associated roadway and hardstanding.
-

Decisions

1. I allow appeal A, and grant planning permission for the permanent change of use of land from agriculture to a caravan/ mobile home travellers' site (2 pitches), including a new vehicular access, associated roadway and hardstanding, on land adjacent to The Paddock, Chatteris Road, Somersham, Cambridgeshire, PE28 3DN, in accordance with the terms of the application, Ref 0803523FUL, dated 10 December 2008, subject to the conditions in the attached schedule.
2. I dismiss appeal B.

Procedural matters

3. The inquiry sat for eight days: on 26 August 2009, on 19 and 21-23 April and 16 September 2010, and on 25-26 January 2011.

29. The appellant referred to an appraisal for a dwelling at the dressage centre, which mentioned vulnerability to break-ins and vandalism. It was argued that the presence of residential accommodation on the appeal sites would act as a deterrent to such events. There is nothing before me to indicate that security is a problem at the dressage centre, which has its dwelling adjacent to the stable building. This matter carries little weight in support of the appeal proposals.
30. I have reached the clear view that the level of domestic activity which could be expected to be generated from the proposal for two pitches would not be significant. This site is only close to the paddocks at the eastern end of the dressage centre, and I do not consider that its presence would pose a threat to the wellbeing of horses or the safety of persons dealing with them. The larger six pitch site would inevitably give rise to more activity and noise, although this would be related to the domestic use of the site. Whilst certain allegations have been made about disturbance on the appellant's land, there is expert evidence that horses are able to adapt to changed circumstances, and even if both proposals were implemented, there are paddocks available beyond the positions of the two appeal sites. I understand that sudden noises could disturb horses, but whilst these are more likely to occur on the larger than the smaller site, they could also arise from an unexpected event on one of the roads or at the nursery. On the information before me, I do not consider that either appeal proposal B or the two proposals together would be likely to cause disruption which would threaten the wellbeing and safety of horses and their handlers. I do not doubt that the concerns expressed by Miss Osborn and her clients are genuine, but in circumstances where there is no local alternative to the specialist service offered by Long Drove, I see no reason to expect a downturn in business driven solely by a perception of what could occur. Given my findings as to the actual effect of the appeal proposals, it follows that I do not consider that they would undermine the viability of the business. I conclude that, whether considered separately or together, the appeal proposals would not have a significant adverse effect on the operation of Long Drove Dressage Centre, and that in this respect they would not conflict with Policy CS 6 of the Core Strategy.

Sustainability

31. The appeal sites are located in open countryside, to the north-east of Somersham. It is agreed in the statement of common ground that the distance to the centre of the settlement is 2.9km and 3.2km to the primary school. The statement of common ground says that all facilities are available in Somersham: the only school referred to there by the parties is a primary school and Hinchingbrooke Hospital, which is used by some of the intended occupants, is much further away in Huntingdon. Nevertheless, Somersham contains a good range of local facilities and services. In addition to the primary school these include a post office and other shops, several public houses and two surgeries. Chatteris Road carries a bus route which runs from Chatteris to St Ives. The few services on this route do not stop in the vicinity of the sites, and I heard that it is necessary to reach Somersham to catch the bus. From here, however, more frequent services are available to St Ives.
32. Planning Policy Guidance Note 13 explains that walking and cycling offer the potential to replace short car trips, particularly those under 2km and 5km respectively. Chatteris Road carries the B1050. Beyond the edge of Somersham, the road is subject to the national speed limit of 60mph, and it

has no footways and is unlit. There are grass verges which are capable of providing a refuge for pedestrians, but they do not offer an easily-used alternative to walking along the edge of the carriageway. The local facilities and services in Somersham are beyond a convenient walking distance, and the nature of much of the route would not encourage its use by pedestrians. Cycling does provide the opportunity of gaining access to Somersham, and of connecting with the bus service there for journeys further afield. Bearing in mind the nature of Chatteris Road outside the built-up area, however, I would not regard it as conducive for young children to use to cycle to primary school, irrespective of whether they were accompanied by an adult.

33. Circular 01/2006 makes it clear that gypsy sites are acceptable in rural settings which are not subject to special planning constraints. This is such a locality, and, given that the process of replacement is at an early stage, I am satisfied that the policy in the Circular remains relevant to the consideration of both these appeals. Policy CS 6 of the Core Strategy aims to provide accommodation for gypsies and travellers in sustainable locations, but there is no suggestion that rural locations would be unacceptable. Indeed the policy explains that consideration will be taken of the preference of many gypsies and travellers for a rural location with a degree of separation from the settled community, and the reasoned justification refers to the prospect of planning applications coming forward on rural exception sites to meet demand. The approach in Policy CS 6 is consistent with that of the Circular.
34. The first part of Policy CS 6 refers to *good* access by foot, cycle or public transport to facilities such as education and health. However account is to be taken of the rural nature of Huntingdonshire where the availability of public transport is limited, and the relevant criterion in the second part of the policy seeks the provision of adequate schools, shops and other community facilities within *reasonable* travelling distance and capable of being reached by foot, cycle or public transport. In this respect, it reflects Circular 01/2006 which, in regard to the suitability of rural sites, requires that a realistic view is taken about the availability of alternatives to the car in accessing local services.
35. The appeal sites are in the open countryside, but they are not in a location remote from everyday facilities and services. Apart from the primary school, these are capable of being reached by cycling to Somersham, irrespective of whether that choice is made. It may be that, as is common in rural areas, most journeys would be made by car, but this would not entail lengthy trips to and from the appeal sites. Overall, having regard to the limited availability of public transport in this rural area, I consider that a range of facilities and services are reasonably accessible from the sites on Chatteris Road and that they are not poorly located in this regard.
36. Paragraph 64 sets out a further five considerations which should be taken into account in reaching a view on sustainability. The provision of a settled base will provide easier access to health and education services than can be achieved from a lifestyle where families are frequently moving from one place to another. It should also reduce the need for long-distance travelling and the environmental damage which can be associated with unauthorised encampments. These benefits apply to any situation where the proposal would provide a settled base for gypsies and travellers who are without one. In the case of appeal A, one of the pitches is intended for the appellant and his family. They currently live in a house in Huntingdon, and their present situation already offers these advantages of a settled base. They are considerations

which carry greater weight in respect of appeal B, since the information before me indicates that none of the prospective occupants of the larger site currently have a settled base. Sites should not be located in areas at high risk of flooding. Local residents have expressed concern in this regard, and the Environment Agency's maps show both sites in flood zone 3, which Planning Policy Statement 25 identifies as areas with a high probability of flooding and where highly vulnerable development, including caravans, should not be permitted. However the most up-to-date information in the Council's Strategic Flood Risk Assessment 2009 shows the sites outside flood zone 3¹. No objection is raised in respect of flood risk by the Council, and there is no conflict with this part of paragraph 64.

37. Insofar as integrated and peaceful co-existence with the local community is concerned, I have considered the relationship of the appeal proposals to the existing community as part of issues (i) and (ii). I have found no significant adverse effect in respect of the proposals, although I am mindful that concerns held by local residents and businesses may initially cause some unease. Over time, however, I do not doubt that the appeal proposals would be capable of successfully integrating with the local community.
38. The appeal proposals would achieve the wider sustainability benefits associated with the provision of a settled base, although this carries less weight in respect of appeal A as the appellant and his family already have their own permanent accommodation, albeit in a house. Whilst I do not consider that there is a ready alternative to use of the private car for journeys to the primary school, the sites are not remote and they would provide a reasonable level of accessibility to a good range of facilities and services. Overall, I conclude that the proposals, either separately or together, would not conflict with policies which promote sustainable forms of gypsy and traveller site development.

Character and appearance

39. The sites are not within an area of countryside designated for landscape protection. As an area of countryside not subject to special planning constraints, gypsy sites are acceptable in principle in this part of Huntingdonshire, and their presence will inevitably have some effect. Policy CS 6 of the Core Strategy requires that gypsy sites should not have a significant adverse impact on the character of the landscape. The appearance of any development contributes to its character and that of its surroundings, and I have taken account of the visual effect of the proposals in assessing their effect on the character of the area.
40. Both sites are at the eastern edge of the Fen Margin Landscape Character Area, identified in the Huntingdonshire Landscape and Townscape Assessment. This is a flat landscape with occasional trees in the vicinity of the sites and sporadic built development. To the south of site A is The Paddock, a large house with a detached garage: both buildings are close to the boundary with the appellant's land. To the north, beyond paddocks at the dressage centre, are several buildings at Holwood Nursery including a house, a detached garage², glasshouses and polytunnels. The two pitch site would be positioned close to the frontage of Chatteris Road, and would be contained within the gap between the buildings at The Paddock and Holwood Nursery. The position of this small-scale development would not materially alter the arrangement of development

¹ Document G7

² The garage was under construction at the date of the site visit on 20 April 2010.